



The Fly-By

A Quarterly Publication of the
Southwest Region
October 2020



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a .txt or Word .doc/docx, or, if written in another word processor, saved as an .RTF).

Images in JPG format, un-retouched, un-cropped, and at least 1200 x 900 pixels, sent as attachments, never embedded in the document.

Credits: In all cases, please give full grade, name and unit of assignment of

- The article's author(s),
- Photographer, and
- Anyone in the article or appearing in photos.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

SWR Commander's Corner

In the October edition of the Fly By, I would normally mention the end of the fiscal year, a really busy summer filled with CAP activities, and what a great experience we had at the summer National Conference and Command Council meeting. I am still going to do (some of) that.

We had an exceptionally successful summer conference, even though it was virtual. I was absolutely amazed that we had over 10,000 CAP volunteers sign up for the conference. Those stories from members who previously had been unable to travel or take off from work, and now could finally participate in a conference for the first time, resonated with me.

I am confident that we will continue to have virtual options for conferences in the future, making it possible to accommodate those willing-but-unable members, even when we are able to start having face to face meetings again. Speaking of those in-person conferences, there are always at least two sessions I truly want to attend – both scheduled for the same time slot. Keeping that tradition, that still happened this year, but I was able to go back later and view the WALDO camera system presentation – just before Hurricane Laura hit Louisiana at the end of August.

The Louisiana Wing used WALDO for the first time in their post-disaster response mission for FEMA, and it was very nice to have that recorded conference material available to brush up on the details of that new system.

There are definitely some advantages to these virtual opportunities and experiences, but I am still looking forward to a time when we can get together in groups again.

Speaking of getting together, please wash your hands, wear a mask, socially distance, and do not forget about the October Wingman Support Day. We will discuss wellness and resilience and suicide prevention. Whether you are in a virtual meeting or face to face, please take this important topic seriously. It is one of the ways that we can safeguard our most important resource: You!

Col. Joe R. Smith, CAP
Southwest Region Commander

Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: http://www.capmembers.com/safety/safety_education/

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- ***Safety is our Number One Priority.***

How to Submit News Items for this Newsletter

▪ ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

▪ ***Do I Submit Photos?***

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments. Photo file size of under 500 KB may not be suitable for publication.

▪ ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: awoodgate@austin.rr.com. 📧



, October 2020

– In Memoriam –

Col. (Dr.) Joseph Carl Jensen, CAP

November 30, 1959 – September 25, 2020

by Lt. Col. Harriet Smith, CAP, and Ashley Jensen

LITTLE ROCK, Ark – Dr. Joseph Carl Jensen was born in Milwaukee, Wisconsin on November 30, 1959. He passed away of natural causes at the age of 60 on Friday, September 25, 2020, surrounded by family and friends in Arkansas. He was a loving and devoted husband, father, brother, poppy, and friend.

He was preceded in death by his mother and father, Marilyn and Joseph Jensen. He is survived by his wife, Ashley (Rew) Jensen; one son, Tyler (Kristen) Hill; one grandson, Hayden; one sister, Kathy (Russell) McKee; his mother in law, Monica Rew, and several extended family members.

As a young boy, Col Jensen joined the Civil Air Patrol as a cadet in 1971, worked his way through the cadet program, and participated in several National Cadet Special Activities. In

1995, Col Jensen rejoined as a senior member in the Arkansas Wing, where he was the Arkansas Wing Commander from October 2005 to November 2006 and, later as Southwest Region Commander from June 2007 to June 2011. His major awards include: Air Force Organizational Excellence Award, two Distinguished Service Awards, Commanders Commendation, and the Gil Rob Wilson Award Level V. He achieved Master rating in Communications and Health Services., and was an active Incident 2 Commander and CAP instrument-rated pilot. He was an active CAP member at the time of his death, serving as the Southwest Region Health Services Officer and Assistant Safety Officer.

Dr. Jensen received his medical degree from the University of Tennessee College of Medicine in 1989. He interned and completed his general surgery residency at the University of Arkansas for Medical Sciences (UAMS) in 1995. Following his surgical residency, he continued his training and completed a clinical fellowship in Trauma and Surgical Critical Care in 1996 at R. Adams Cowley Shock Trauma Center in Baltimore, Maryland. In 2009, Dr. Jensen earned a Master of Health Administration from Webster University and in 2012 earned a Master of Business Administration from the Walton College of Business at the University of Arkansas, Fayetteville.





Left: (L-R) Taken on December 11, 2010, Southwest Region Chief of Staff Lt. Col. Larry Mattiello, Director of Public Affairs and Organizational Excellence Maj. Arthur E. Woodgate, and Southwest Region Commander Col. Joseph Jensen. Maj. Woodgate was recognized for earning the Gill Robb Wilson Award, the highest level of professional development available to Civil Air Patrol senior members. (Photo: Maj. Harriet Smith)

His professional society memberships include: Fellow, American College of Healthcare Executives (FACHE); Fellow, American College of Surgeons (FACS); Academy

of Management, Health Care Management Division; Association of Program Directors in Surgery; Association for Surgical Education; Eastern Association for the Surgery of Trauma (East); Southwestern Surgical Congress; and the Society of Critical Care Medicine.

Dr. Jensen practiced in the Division of Trauma and Critical Care Surgery at UAMS. He was a gifted surgeon who was part of a team that shaped trauma care in Arkansas while training hundreds of surgical residents during his 24 years as faculty. For 10 years, Dr. Jensen served as the General Surgery Residency Program Director and five years as the Student Clerkship Director in Surgery at UAMS. He was highly respected for his teaching.

Dr. Jensen served as Associate Chief Medical Officer for Quality and Safety (ACMO-QS) at UAMS from 2007 to 2012. During this time, he led and contributed to countless safety, quality improvement and clinical informatics initiatives.

Most recently, as a pilot himself, he took an interest in Aerospace Medicine and provided a service to many types of pilots as a FAA Designated Senior Aviation Medical Examiner (AME) and FAA Designated Employee Examiner. 🇺🇸



Left: On June 26, 2010, Southwest Region Commander Col. Joseph C. Jensen presented Cadet Major Daniel E. Paulsen of the Eagle Cadet Squadron, New Mexico Wing, the Southwest Region Cadet of the Year Award, during the New Mexico Wing Commander's Call and Staff Meeting. (Photo: Capt. David Finley, CAP)



Top: *Damage assessment image taken by mission aircrew.*

Louisiana Wing Aircrews Gather Laura Damage Assessment Photos

by Lt. Col. James L. Nova, CAP, Mission Public Information Officer

SCOTTSDALE, Ariz. (August 30, 2020) – In Southwest Region, the Louisiana Wing is flying damage assessment photo missions over storm-devastated areas in the aftermath of Hurricane Laura. On August 30, 2020, three wing aircrews flew over areas the Federal Emergency Management Agency identified as targets, using specialized photographic and navigational equipment. A fourth aircrew flew over Alexandria, using conventional cameras to produce damage imagery requested by city emergency managers.

A fifth airplane served as a high bird, flying at a relatively high altitude between the photo airplanes and their Baton Rouge mission base in order to serve as an aerial relay station for radio messages between the other planes and mission base. “The weather gave us a break,” said Maj. Tracy Breithaupt, Louisiana Wing incident commander for the mission. “Our highly trained aircrews safely and successfully executed their flights today. We’ll be doing more tomorrow.”

Acting as a Total Force partner and the U.S. Air Force auxiliary, Civil Air Patrol is aligned with First Air Force to rapidly respond to non-military threats domestically when tasked in a Defense Support of Civil Authorities capacity to save lives, relieve suffering, prevent property damage and provide humanitarian assistance.

Civil Air Patrol’s Southwest Region has activated three incident command posts and one area command post to support state and local emergency management operations in Texas, Louisiana and Arkansas. Over 100 CAP members have been activated to support hurricane-related missions as assigned by FEMA and state and local emergency services agencies in those three states. A fourth command post will be established in Oklahoma. All posts are being conducted online because of the COVID-19 pandemic.

“Our members never fail to respond,” said CAP Col. Larry Mangum, area command incident commander. “It is a privilege and an honor to help guide their efforts.” 🇺🇸



Top: Cadet 1st Lt. Deon Bryant checks in a donor during a blood drive at the Falcon Composite Squadron. (Photo: Capt. Margot Myers, CAP)

Blood Donation Centers Sustain Arizona Wing's Longest Disaster Relief Mission

by Capt. Margot Myers, Arizona Wing

PHOENIX – On March 17, 2020, as part of the COVID-19 White House Task Force briefing, Vice Admiral (Dr.) Jerome Adams, U.S. Surgeon General, said, “Blood centers are needed now and we are in critical need for your donations.” This was because nearly 4,000 blood donor centers were closed around the nation, leading to a projected shortfall of nearly 150,000 blood donations.

The donor centers were closed because the COVID-19 pandemic led churches, businesses, and universities/schools nationwide, locations that contribute up to 80% of the nation's blood supply, to cancel blood drives. “Without hesitation, and within one hour of this national-level



Above: Bo Schultz-Andersen of Sun City West, who donated the 500th unit of blood in the Arizona Wing mission, talks with Red Cross Donor Recruitment Manager Rita Anderson. (Photo: Capt. Margot Myers, CAP)

request, Arizona Wing was taking steps to be part of the solution, working with the American Red Cross toward opening many of its squadron buildings to alleviate the donor center shortfall,” said Incident Commander Lt. Col. Bob Ditch.

The mission, known as Operation Pulse Lift, began three years ago, with the Falcon Composite Squadron in Mesa and the Scottsdale Composite Squadron hosting three to four blood drives yearly.

The first two blood drives under the COVID-19 mission were held in April, at the 388th Composite Squadron in Glendale and the Falcon Composite Squadron. In the first month of the mission, the wing surpassed each of the previous years’ annual donations. Combining the blood

donations over the previous three years with those made since the COVID mission began, Operation Pulse Lift had collected well over 1,413 units of blood, representing more than 4,161 lives saved.

Arizona Wing's mission did not go unnoticed. On May 15, Ditch received a letter from American Red Cross President and CEO Gail McGovern, conveying a Certificate of Outstanding Service in thanks for the wing's efforts. "Thank you for stepping up to help collect and donate lifesaving blood, even as the circumstances of the coronavirus outbreak often made it difficult to do so," McGovern wrote.

"Every day, I am deeply moved by the kindness and generosity of spirit you bring to our vital mission," McGovern said. "But it's times like these – times of great uncertainty – that I am truly in awe of your unwavering commitment."

The Arizona Wing's blood donation mission went on the road outside the Phoenix area for the first time in July 2020, with blood drives sponsored by the Eloy Composite Squadron at the local junior high school and by the Cochise Composite Squadron at its facility in Sierra Vista. The original goal was exceeded a month early, on July 30, when 31 units donated at the 388th Composite Squadron brought the overall total to 519 units.

Bo Schultz-Andersen of Sun City West, donated the 500th unit. When he walked into the squadron building wearing a Red Cross *We're All in This Together* T-shirt, it was clear that he was not a first-time donor.

"I began donating as a member of the Danish Army in the late '60s, and have continued to donate over the years," Schultz-Andersen said. He recalled that many of his fellow soldiers were not eager to donate blood. "When we offered them a beer in return for donating, they changed their minds," he said.

Kurt Kroemer, the Red Cross regional CEO, visited the blood drive, along with Donor Recruitment Manager Rita Anderson. They thanked the wing for its continuing support. "Many of our partners will host a blood drive once a year," Kroemer said. "The fact that you have sponsored 15 blood drives since mid-April is remarkable."

By mid-August, more than 600 units of blood had been collected at 18 CAP-sponsored emergency donation centers as the wing worked toward a new goal of 750 units.

Jason Benedict, regional donor services executive for the Red Cross, noted that during the COVID-19 pandemic no other organization in the region had collected more units than Civil Air Patrol.

The Show Low Composite Squadron hosted a three-day "blitz" of blood drives on August 18, 2020, in the town of Springerville and August 19-20 in the city of Show Low. Senior and cadet squadron members supported all three days with rotating personnel. The drives netted 70 units of blood.

"Squadron members enjoyed the opportunity to safely work together to support the emergency services mission," said Squadron Commander Lt. Col. Carol Schaub Schlager. "Working with the two communities and the Red Cross provided a much-needed positive goal in this time of COVID-19."

Hosting dual blood drives on September 11, 2020, one of the nation's most patriotic days, Arizona Wing shattered its goal of collecting 750 blood units. The 388th Composite Squadron drive netted 24 units and the Cochise Composite Squadron had 34 units donated. By day's end, the total collected units since the mission began stood at 792, once again breaking through the goal well ahead of schedule.

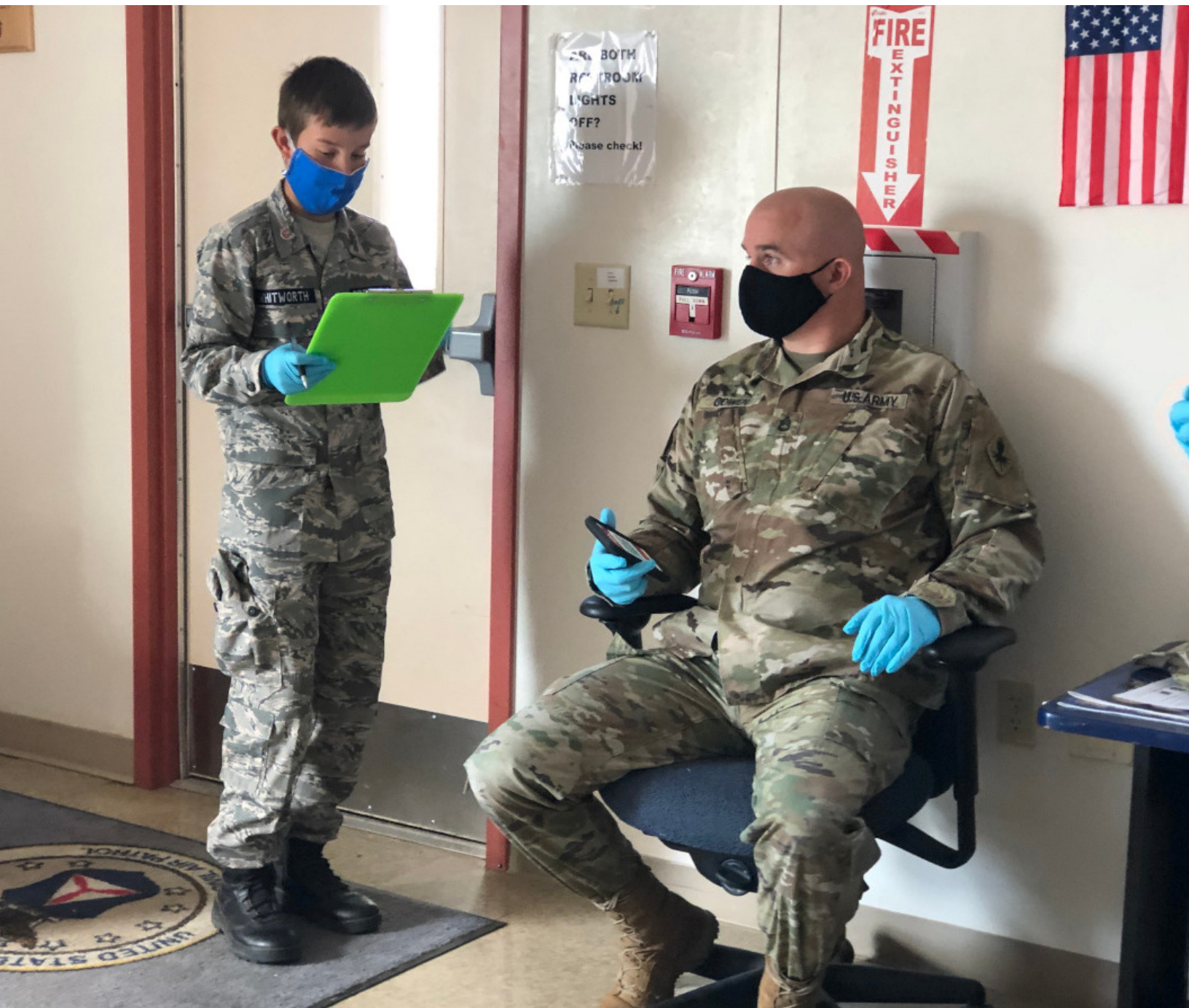
The strong push during the week brought kudos from Courtney Slanaker, executive director of Red Cross operations in Tucson. "Congratulations and much admiration to the entire wing for the incredible work to collect 750 units. The regular blood drives are imperative to ensuring a stable blood supply especially during a pandemic," she wrote in an email to Ditch.

Support for the mission continued beyond reaching the second goal. "September was our biggest month with a record eight blood donation events at four locations," said Ditch. "That brings us to 30 events in less than six months and collection estimates of over 200 units of blood in the one month."

Ditch notes that this is the longest and largest Arizona Wing disaster relief operational response in history, and the biggest since World War II. "It is also one of the longest-running missions among the many Civil Air Patrol disaster relief efforts related to the pandemic nationwide," Ditch said.

What is next? The new goal for the Arizona Wing is 1,000 units of blood by Thanksgiving, a goal Ditch says he expects will be reached well before the target date. Arizona Wing will not host any blood drives in December. "We will resume operations in January, with a much more reduced schedule of events, averaging around one blood drive a month," Ditch said. 🇺🇸

Below: (L-R) During the intake process at a blood donation drive at Cochise Composite Squadron in Sierra Vista Cadet, Tech. Sgt. Nathan Whitworth, CAP, interviews Sgt. 1st Class Brett C Cowan, U.S. Army, currently serving at nearby Ft. Huachuca. (Photo: Capt. Dale Finrock, CAP)



New Mexico Wing's COVID-19 Mission Reaches New Milestones

by Lt. Col. Dave Finley, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – As of August 1, 2020, in its longest-running mission since World War II, New Mexico Wing has flown more than 10,400 COVID-19 test samples from cities across the state to laboratories in Albuquerque for processing.

"Working with our partners to help the people of New Mexico during this pandemic is a privilege and an honor," said Brig. Gen. William Betts, vice commander, First Air Force, Air Forces Northern. "We depend on CAP's auxiliary transportation capabilities and are proud of their service to our nation."

Funded by the Federal Emergency Management Agency, the wing's mission is to assist the New Mexico National Guard, which is supporting the state Department of Health. Since the mission began in April, CAP aircrews have flown more than 200 flight hours and ground teams have driven nearly 2,500 miles, mostly transporting samples to and from airports. The effort has provided nearly three years' worth of volunteer labor.

"COVID-19 testing requires prompt results, and New Mexico's Civil Air Patrol has made that possible for thousands in our state," said Department of Health Cabinet Secretary Kathy Kunkel. "The emergency services they've provided have been significant in our state's efforts to test for slowing the spread of this virus."

The wing "continues to do incredible work on behalf of New Mexicans during this COVID-19 public health crisis," said Maj. Gen. Ken Nava, the Adjutant General of New Mexico. "Their rapid response in transporting test kits throughout the state and specimens back to the lab is critical to the success of our testing efforts as we work to defeat the coronavirus."

The CAP flights have transported samples from Carlsbad, Clovis, Deming, Farmington, Las Cruces, Lordsburg, Ruidoso, and Truth or Consequences to the Department of Health's Scientific Laboratory Division or to TriCore Reference Laboratories, both in Albuquerque. In addition to transporting test samples for laboratory processing, some flights have carried new test kits or personal protective equipment from the Department of Health to cities where they were needed.

"Many of our members have worked long and hard on this mission and continue to do so. Some of the tasks have come up on short notice, and our crews responded quickly. It's been gratifying to see the dedication to volunteer service that our members have demonstrated," said New Mexico Wing's Director of Emergency Services Lt. Col. John Grassham.

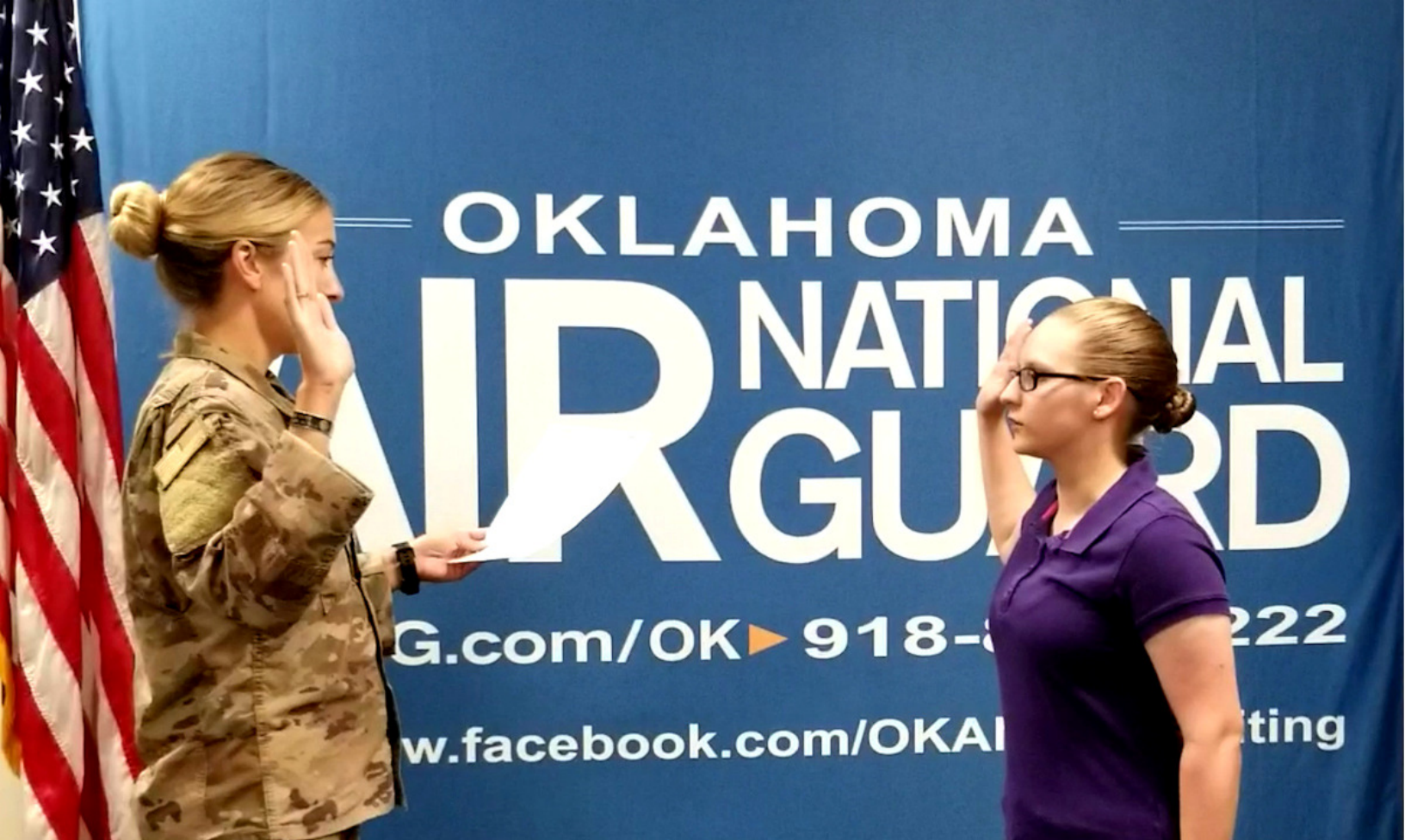
In addition to the aircrews and ground teams, an incident management team – often holding daily videoconferences – has provided planning, communications, and logistical support for the New Mexico Wing mission. More than 100 members have participated, serving in a variety of roles.

"We are accustomed to missions, such as search and rescue, that last no longer than a couple of weeks. A mission this long is completely new to us, and I'm very proud of how resourceful and resilient our members have been in adapting to this challenging new reality," said Col. Annette Peters, New Mexico Wing Commander. The mission is expected to continue through at least September 20, 2020.

Acting as a Total Force partner and official U.S. Air Force auxiliary, Civil Air Patrol is aligned with First Air Force to rapidly respond to non-military threats domestically when tasked in a Defense Support of Civil Authorities capacity to save lives, relieve suffering, prevent property damage and provide humanitarian assistance. 🇺🇸

Right: (L-R): Maj. Stanley Nelson of Roswell Composite Squadron hands a package of COVID-19 test samples to Wing NCO Advisor Master Sgt. Jeffrey Barlow, at the Albuquerque International Sunport. (Photo: Lt. Col. Beverly Vito, CAP)





Top: (L-R) Maj. Jamie Underwood of the Oklahoma Air National Guard swearing in Cadet Lt. Col. Bailey Lunsford, CAP as an Airman First Class (E-3), on July 14, 2020. (Photo: Capt. Brandon Lunsford, CAP)

Jenks CAP Cadet Joins Oklahoma Air National Guard Cyber Team

by Capt. Brandon Lunsford, Sr, CAP, Oklahoma Wing

JENKS, Okla. – On July 14, 2020, Jenks Civil Air Patrol (CAP) Cadet Lt. Col. Bailey Lunsford stepped into the office of Technical Sergeant Cory Shaw, the senior recruiter at the 138th Fighter Wing of the Tulsa Air National Guard. Lunsford's six years of serving and training in the Civil Air Patrol culminated in this meeting. Lunsford had achieved the CAP Gen. Billy Mitchell Award, that under 15% of CAP cadets ever achieve, in April 201. If she chose to enlist in the Air Force, this would entitle her to enter the service at the advanced grade of Airman First Class (E-3).

"Being part of the Air National Guard team helps airmen in many different ways when it comes to their career path and college goals," Shaw explained. "It lets them maintain control of their future by allowing them to keep their education a priority by serving one weekend a month and two weeks a year. It also allows them to travel when they want, since our travel opportunities are voluntary and our career fields transfer to the civilian field very well. Being able to maintain control of their future is important to this generation, and we understand that. That is why we allow them to decide what career path they want and how they want to get there. We give them all the tools that are needed to be successful."

Lunsford joined the ranks of the Oklahoma Air National Guard's 138th Fighter Wing as part of their Cyber Operations team. She will be completing her associate degree in Mechanical Engineering at Tulsa Community College, and plans to transfer to Oklahoma State University's Reserve Officer Training Corps (ROTC) program while earning triple bachelor's degrees in Mechanical Engineering, Aerospace Engineering and Computer Engineering.

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Right: Cadet Lt. Col. Bailey Lunsford (holding the American Flag) with U.S. Army Lt. Col. Mark Oschenbein (Ret.) and fellow cadets during the 2017 Veterans Day Parade in Tulsa, Oklahoma. (Photo: Capt. Brandon Lunsford, Sr., CAP)

“CAP’s aerospace education program fueled my fascination with STEM (Science, Technology, Engineering and Mathematics),” Lunsford said. “To the point that I decided to attend Tulsa Technology Center’s two-year STEM Academy.”

“Bailey was in a rigorous, college prep engineering program from Project Lead the Way,” explained Debbie Waken, the Tulsa Tech STEM Academy counselor. “She was not comfortable with

just knowing the coursework, she mastered it and had a 4.0+ GPA from Tulsa Tech. She always went the extra mile to excel and it showed in her grades.”

“Being in the military and getting your college degree will define your life in such a profound way,” Maj. Jamie Underwood, director of personnel for the 138th Fighter Wing, said. “You’ll quickly discover how successful, driven, and resilient you really can be. We all want the chance to prove to ourselves that we can be ‘more,’ regardless of where that motivation comes from. The Guard and college offers that chance, and although it takes a leap of courage and faith to become part of the 1%, our Airmen are a testament that hard work and diligence pay off.”

“The first thing that I noticed about Bailey was that she is a very determined individual,” continued Shaw. “She knows what she wants to do and how she wants to get there. I also noticed that she is very responsible. I know that I could give her a task to complete and it would get completed without hesitation.”

Lunsford has voluntarily served in the Civil Air Patrol’s Oklahoma Wing for six years. Lunsford’s journey with CAP started in August 2014 at the age of 12, along with her brother who is four years older than she is.

“The experiences I had during my first two years in CAP shaped me to be the cadet I am today,” Lunsford reflected. “I remember my first encampment, a few months after I joined. I was nervous, not sure what to expect, but determined to do my best.”

“I’ve attended six encampments,” she said with a smile. “In my second year, I went through staff training. I’ve served in various roles as encampment staff in the years since. Last year I commanded the Cadet NCO Academy, where I was responsible for the training and instruction of cadet noncommissioned officers who came from Oklahoma and surrounding states.”

“Bailey is a natural leader, she gets it,” Staff Sergeant Dan Golden, one of the CAP unit’s leadership education officers, commented. “She cares about her mission and knows her job, but more important, cares about her people. That balance is what makes a great leader. I’ve been proud to know her as a cadet and am excited to see where she goes in life.”





Above: (L-R) Then Cadet Staff Sgt. Zachary Sprague, Cadet Chief Master Sgt. Christian Kuerbitz, Cadet Chief Master Sgt. Ashley Sutherland, Cadet 2nd Lt. Bailey Lunsford, Cadet 1st Lt. Luc Felando (not shown), and Cadet Chief Master Sgt. Logan Kuerbitz motivate one another at the 2017 National Cadet Competition in Dayton, Ohio. *(Photo: Activity photographer)*

Cadet command is the ultimate challenge for a cadet officer. It is an enormous test of leadership skill, especially the person's ability to articulate a vision and point all cadets toward meaningful goals. The position stands at the squadron's epicenter: the cadet commander is the most visible cadet, a role model for the entire cadet corps, and the liaison between the senior staff and the cadet staff.

"Stepping into my first command was exciting," Lunsford said. "It was also a little scary and everything in between. As commander I was responsible for the entire cadet unit, from training and education to activities and exercise. It can be overwhelming if you do not have a solid team working with you. I am proud of my team; they are the reason for the success we shared."

"The Jenks Flight is a fairly new unit," said Maj. Tina Nazarian, the flight's commanding officer. "I am extremely proud that we had Cadet Lt. Col. Lunsford at the helm of the cadet unit in the formative stages of the flight. She brought with her a unique set of experiences, talents and skills that proved to be exactly what we needed to train up the next generation of cadets. The Air National Guard will have an asset with that young lady."

"As I approach the end of my cadet career," said Lunsford, "I cannot help but reflect on the experiences I was privileged to have: powered flight, working toward my private pilot's license, the encampments, the summer activities across the country... there is just so much. I wish every 12 to 18-year-old Oklahoman would take advantage of the opportunities CAP can provide for them. Most of all, I am going to remember the relationships. The people that make up local CAP units, volunteering their time, resources and energy, are truly the heroes in my book. I am so thankful for them."

Follow the adventures of Riverside Flight at [Facebook.com/RiversideOK.CAP](https://www.facebook.com/RiversideOK.CAP). 



Top: ADS-B ground track data collected in the CAP Tracker is shown integrated with ELT bearings stored in the Beacon Hunter during the July 25, 2020, Arizona Wing Operational Exercise as displayed on a Google Earth map.

Seeing and Sharing the Big Picture

Arizona Wing Members Develop the 'Beacon Hunter' – A Web-Based App for Plotting ELT Search Bearings into a Visible Database

by Capt. Lisa Nolan, CAP, Arizona Wing

SCOTTDALE, Ariz. – Arizona Wing mission base teams and ground teams can now visually gauge the progression of an Emergency Locator Transmitter search through a visual report once not so easily available to them. ELT search bearing reports from multiple aircraft in the air, whether 102.5 or 406 MHz, can now instantly be shown plotted visually on an electronic map.

This valuable reporting information is now possible thanks to the development work done by a team of Arizona Wing members including Maj. Paul Combellick of Scottsdale Composite Squadron, along with 1st Lt. John Moore and Maj. Chris Dusard, both of Deer Valley Composite Squadron. (Dusard has earned the CAP Exceptional Service Award for multiple technology innovations.)

Combellick explains how this came about. “Previously, aircrews would transmit their GPS location and ELT bearings via CAP radio to mission base, where someone would manually plot the bearings. The problem with this technique is that these bearings are not visible to the ground

team and not even visible to mission staff, which is a problem, particularly in the virtual mission base environment in which we are currently operating.”

Combellick continues, “Several of us had begun doing development work independently, but then decided to work together. As an incident commander and aircrew member, I needed a convenient tool for mission staff to plot bearings into a map database visible to all teams. A previous application used for ELT hunting required an iOS (Apple) device, while many of our ground team members are Android users.

“As an experienced ground team ELT hunter, John Moore’s focus was on developing an app that worked on both Apple and Android devices and was optimized for ground team use in the field. Chris Dusard had approached the author of the Apple mobile-based app to ask about support for a shared view of the data or integration with Google Earth. The vendor quoted a cost in the tens-of-thousands of dollars, that, of course, was not available in the budget.”

“The system is not just for aircraft-reported bearings,” Moore said. “My side of this started as a way for ground teams to be able to report and visualize bearings – a replacement for the existing subscription-based, iOS-only app. The program uses the web browser on phones and tablets, and has a user interface optimized for use in the field. It can also be used for teams to enter their own position.”

Combellick’s work is focused on web browsers (on PCs, Macs, and tablets), says Moore, rather than mobile devices. The user interface is focused on incident management team staff work.

The collaboration between Combellick, Dusard, and Moore resulted in a new web-based application, “Beacon Hunter,” that collects and stores ELT bearing plotting data and then can integrate it with other data sources such as aircraft tracking and weather when viewed on the Google Earth desktop application.

Beacon Hunter was used at the July 25, 2020, Arizona Wing operational exercise, that also used the DAART (Domestic Operations Awareness and Assessment Response Tool) that captures real-time geo-coded video and photos in a map-based presentation. The DAART-equipped aircraft was also tasked with locating a 406 MHz practice beacon. The ADS-B ground track data collected in the CAP Tracker is displayed along with the ELT bearings stored in Beacon Hunter on Google Earth as an integrated image. (CAP Tracker is another Arizona Wing-developed app that combines data from ADS-B, SPOT tracking devices, DAART modems, and Garmin InReach devices.)

Combellick notes that the app is still in development. “I spend a day or so after each OpEx reviewing the comments from those who used Beacon Hunter and making improvements to the app,” Combellick said.

The Beacon Hunter application provides these benefits not previously available:

- Web-based, so data is instantly shared by all teams,
- Allows for big screen display without extra hardware,
- Stores landmarks,
- Provides quicker update cycle,
- Integrated with Google Earth,
- Integrated with CAP Tracker to provide position reporting,
- Integrated with CACTUS (Computer Assisted Command Tracking Utility System).

“Thanks to the development collaboration of Maj. Combellick, 1st Lt. Moore and Maj. Dusard, we now have this critical visual reporting functionality for our mission base and ground teams to share the big picture of an ELT search,” said Arizona Wing Operations Support Group Commander Lt. Col. Mark Schadt. 🇺🇸



Top: (L-R) At the posting of the colors for the promotion of USAF Brig. Gen. Preston F. McFarren, Cadet Capt. Hannah Van Cise, Cadet Capt. Edward Olson, Cadet Tech. Sgt. Kade Lieder and Cadet Chief Master Sgt. Cole Hanks. Not pictured, Color Guard coach, Capt. Mark Conley. (Photo: Cadet Staff Sgt. Iva Hathaway, CAP).

Texas Wing's Ellington Composite Squadron Steps Up

by 2nd Lt. Samantha Hathaway, CAP, Texas Wing

HOUSTON – Civil Air Patrol's Ellington Composite Squadron's Color Guard team was selected to perform in USAF Brig. Gen. Preston F. McFarren's promotion ceremony conducted on September 19, 2020, at Karbach Brewery in northwest Houston.

The cadets were chosen after many other military color guard teams declined the invitation. When asked how they were able to pull off such a great performance on short notice, Cadet Capt. Hannah Van Cise replied, "We were able to perform the ceremony because we were prepared. Being constantly ready, and having the people with the knowledge ready to go at a moment's notice, allows you to say yes to great opportunities such as this one." 🇺🇸



Top: (L-R) Arkansas Wing Commander Col. Robert M. Allison III presents the 50 year award to Lt. Col. Bishop during a Commanders Call. (Photo: Lt. Col. Marchelle Jones, CAP)

Arkansas Wing's First Spaatz Awardee's 50th Year in Civil Air Patrol

by 1st Lt. Jonathan McIntyre, CAP, Arkansas Wing

LITTLE ROCK, Arkansas – Charles G. Bishop, Jr. (“Chuck”) was introduced to the Civil Air Patrol (CAP) in April 1970 at the Little Rock Air Show, at the CAP recruiting booth, that sparked an immediate interest; he joined CAP soon afterwards. The year 2020 marks Bishop’s 50th year of continuous membership in Civil Air Patrol.

At age 12, Cadet Bishop became interested in radio communication after fixing his sister’s radio, though he had no experience in radio repair and maintenance. This was the beginning of a lifelong journey in service and radios, that included becoming the Arkansas Wing’s first Spaatz Awardee.

Bishop excelled through the ranks, ultimately achieving Cadet Colonel and earning the Spaatz Award on June 1, 1973. Less than 2,300 cadets have earned the Spaatz Award. Per Civil Air Patrol’s Spaatz Award Fact Sheet, “The General Carl A. Spaatz Award is Civil Air Patrol’s highest cadet honor. It is presented to cadets who have demonstrated excellence in leadership, character, fitness, and aerospace education.” Bishop credited his achievement to Walter O’Rourke, a previous commander of the Little Rock Composite Squadron. “He taught me a lot about command. I also had a lot of good examples in the squadron,” said Bishop.

Bishop traveled to Canada in the International Air Cadet Exchange. He recalled, "There was another cadet, who was from Louisiana. We were the only two Americans in the group. We had a great time introducing the other (exchange) cadets to southern culture, we even played music. The Louisiana cadet used a glass bottle and I was on the comb with some wax paper."

Now a lieutenant colonel, he speaks fondly of his days as a cadet, spent in the Little Rock Composite Squadron. He also recalls being assigned to the squadron's vehicle maintenance pool, when CAP was still using M38A1 Jeeps. He and another cadet had moved a jeep around the back of the squadron. This particular Jeep model had a plunger for the floor starter. As a joke, they removed the plunger and then mustered with the rest of the group. When another member tried to return the jeep to its rightful location, it was discovered that the plunger was missing (and it was impossible to move the jeep without the plunger). After a quick inspection, the plunger was finally found in a cadet's headcover. Bishop mentioned that he enjoyed his time as a cadet, the encampment, the camaraderie, and the shenanigans of old.

After high school, he enlisted in the U.S Air Force as a ground radioman, and was first assigned to Caswell Air Station in Palace Chase, Maine. After his first enlistment, he served 20 years in the Air National Guard, retiring as a Master Sergeant in the Air National Guard, Bishop would deploy to Korea, England, and several bases stateside also participating in global communications exercises.

Throughout the years, Bishop has held many CAP positions, primarily in communications. He has worked at the squadron, wing, region and national levels; he is currently supporting the National Communications Engineering Office. His time in CAP includes two deployments for twenty-one days each in support of relief operations during the aftermath of Hurricane Katrina.

During one of those deployments, "I got up every morning thinking there was going to be a hot breakfast. Well, they would put out fruit and cereal and things like that but there was never a hot breakfast." Bishop continues, "One morning I got up and went into the kitchen and began making breakfast. There was all that food, like bacon and eggs, that was not being used. The first time I woke everyone up with the fire alarm. For the rest of that deployment, I cooked breakfast. Then, later that year at the [Arkansas] Wing Conference, I was presented with a golden spatula."

Bishop has mentored many cadets, including the current Arkansas Wing Commander, Colonel Bobby Allison, who began his CAP career in 1993 with the Little Rock Composite Squadron. Col Allison recalled, "Col Bishop was at my very first encampment when I was a cadet, and he was on orders with the Air National Guard and helped with transportation, driving our blue Air Force bus around the base. That was where I first learned about 'command voice,' and where Col Bishop taught us all how to 'sound-off' and sing jodies."

Arkansas Wing's Legal Officer Maj Anne Formanek said, "It's been an absolute pleasure to work with Col Bishop over the years. Not only is he a hardworking and inspirational leader, but he is one of the most genuinely gracious and welcoming individuals I have met. He's always gone out of his way to make people feel welcome and included here. He's truly an asset to the Arkansas Wing and CAP."

Col Allison, who has also worked alongside Bishop at the Arkansas Highway Department, remarked, "His passion and devotion to our organization is obvious to anyone that knows him. Not just to communications and the equipment, but also to the people. Col Bishop is the kind of person who would help you out no matter what kind of a problem you have."

The presentation of Lt. Col. Bishop's 50-year award took place during a Commander's Call. The event happened virtually for the wing, with the presence of a small contingent at the Arkansas Wing Headquarters that included Allison and Bishop.

Outside of CAP, Bishop has spent 21 years of service in the Air Force and Air National Guard, and has also worked for Arkansas Game and Fish Commission and the Arkansas Highway Department. His work focus has been on radios and radio networks. He retired from the Highway Department in 2010, but his service to Civil Air Patrol continues today. 🇺🇸



Top: The intro slide to the New Mexico Wing Remobilization Briefing. (Photos: Lt. Col. Jay T. Tourtel, CAP)

New Mexico Wing Works Toward Remobilization

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On July 18, 2020, New Mexico Wing Vice Commander Lt. Col. Dean M. Klassy, Sr., at a virtual meeting for all CAP senior members, unveiled the Wing's plan to remobilize its mission and training activities, after being on virtual lockdown from the COVID-19 Coronavirus, since all in-person meetings and training were suspended on March 13, 2020.

Klassy, the leader of the remobilization team, announced the completion of a plan that will allow New Mexico Wing to reopen in a phased approach. Klassy submitted the plan to New Mexico Wing Commander Col. Annette Peters for her approval on July 21, 2020, with the final version of the plan being submitted to National Headquarters by July 27.

The remobilization plan, required of all CAP units, calls for a gradual phasing-in of in-person activities. As of this meeting, the Wing was at Phase Zero, which meant Essential Missions Only, such as the transport of COVID-19 test kits to Albuquerque from outlying locations such as Farmington, Las Cruces, Deming and Truth or Consequences, as well as the transportation of personal protective equipment to the Farmington Fire Department.

Phase 1 – which the Wing was just recently approve for – means that all units in the Wing can participate in activities with five or fewer low-risk members, while higher-risk members are still required to stay at home. High-risk members include any member in the following categories: members over age 65, members with a history of chronic lung disease or asthma, members with heart conditions or compromised immune systems, the morbidly obese (those with a Body Mass Index of greater than 40%), members with diabetes, members with kidney disease and on dialysis, and members with liver disease.

In Phase 2, 50 or fewer low-risk members may participate in meetings, with self-identified high-risk members continuing to work from home. Phase III allows for high-risk members to

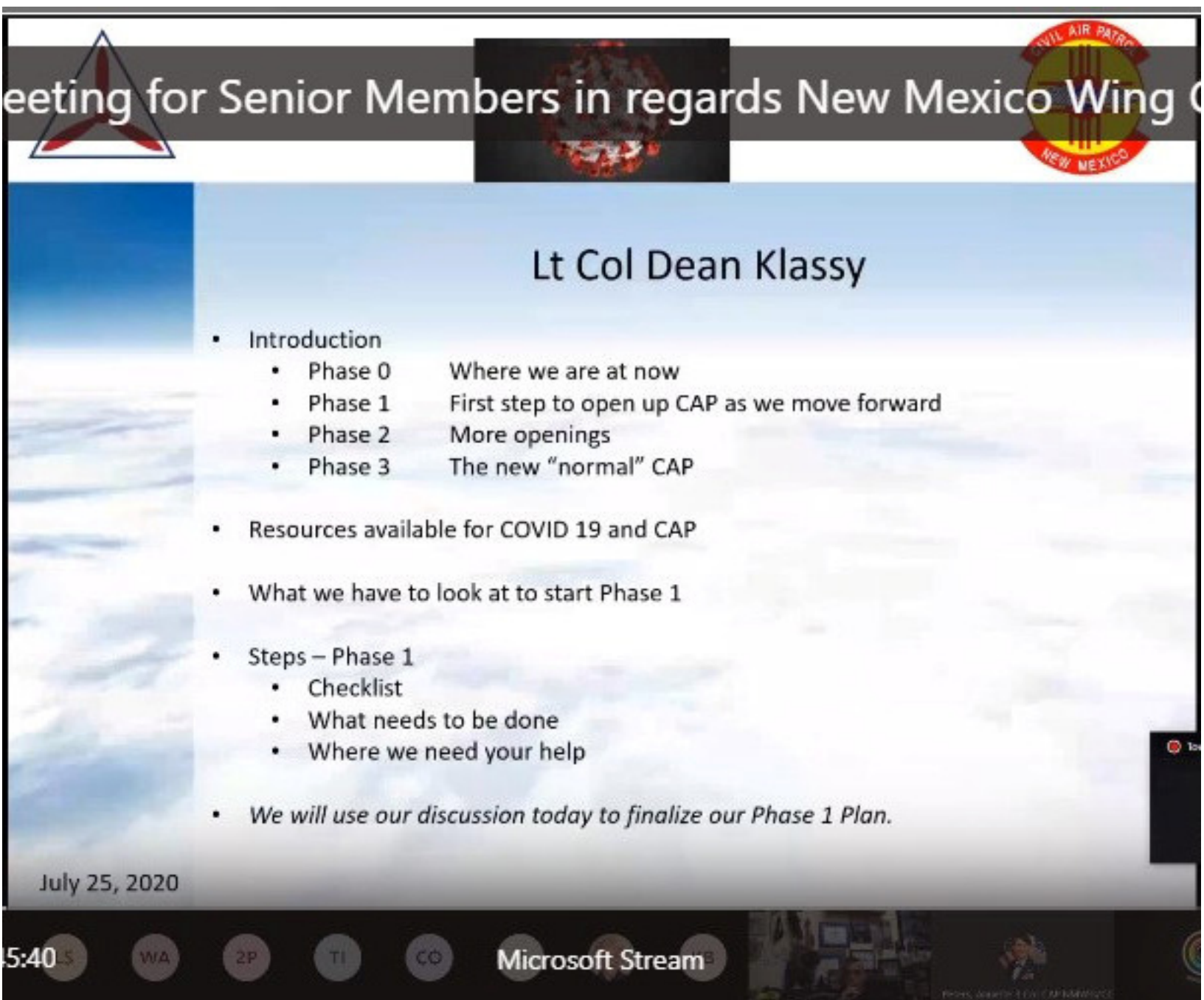
gradually return to intermittent unit, activity and mission duties; however, they should continue to practice social distancing.

Klassy stressed the importance of safety throughout the briefing. "We want to make sure that no one comes to a meeting with the virus, or with other issues, and then we leave the meeting and take it home to our families." He added, "We need to make sure that we have everything in place to minimize the risk factors that could cause some problems for our members."

In response to a question about when aircrew training would resume, Col. Peters noted that she had been received a memo from CAP National Commander Maj. Gen. Mark E. Smith, stating that Wing Commanders, at their discretion, could permit Form 5 and Form 91 check rides between now and September 30, 2020. Peters stressed that these check rides are strictly voluntary, and the health and safety of both the pilot and the check pilot are of prime importance.

"We don't want anyone to feel uncomfortable with the training if you are in a high-risk category," Peters said. "Stay home and take care of yourselves," she concluded. 🇺🇸

Below: List of phases required for the Wing to reopen. New Mexico Wing is currently at Phase 1.



Meeting for Senior Members in regards New Mexico Wing

Lt Col Dean Klassy

- Introduction
 - Phase 0 Where we are at now
 - Phase 1 First step to open up CAP as we move forward
 - Phase 2 More openings
 - Phase 3 The new "normal" CAP
- Resources available for COVID 19 and CAP
- What we have to look at to start Phase 1
- Steps – Phase 1
 - Checklist
 - What needs to be done
 - Where we need your help
- *We will use our discussion today to finalize our Phase 1 Plan.*

July 25, 2020

5:40 WA 2P TI CO Microsoft Stream



Top: Cadet Lt. Col. Jacob Mieding, London Bridge Composite Squadron, won a flight training scholarship from the Rio Colorado chapter of the 99s.

Arizona Wing Cadet Earns Private Pilot Scholarship

by Maj. Terry Brookham, CAP, Arizona Wing

LAKE HAVASU CITY, Ariz. – Cadet Lt. Col. Jacob Mieding received a scholarship to support his training for a private pilot certificate thanks to the generosity of the local chapter of the Ninety-Nines, the international organization of women pilots. The \$4,000 scholarship reimburses Mieding for his training costs as he reaches certain milestones such as first solo flight, solo cross-country flight, and final check ride.

“I was a senior in high school when I learned about the 99s scholarships from a former squadron commander,” Mieding said. “I submitted the necessary application and was informed that I was one of the scholarship winners.”

“His desire and goals that he expressed in his essay touched us,” said Shannon Hicks, vice chair of the Rio Colorado chapter of the 99s. “He wants to make the military his career, and he just has a love for flying and aviation. His accomplishments in Civil Air Patrol and school made him a clear winner. We feel confident he will follow through and be a great asset to aviation in the future.”



Left: Shannon Hicks (R), vice chair of the Rio Colorado Chapter of the 99s, presented a check to Cadet Lt. Col. Jacob Mieding after he reached the milestone of completing his long solo cross-country flight in August 2020.

Mieding soloed on February 1, 2020, and has 60 flight hours in his logbook. Hicks presented a check to Mieding in August after he completed his solo cross-country flight. The remainder of the scholarship will be paid when Mieding passes his check ride, something he hopes to accomplish in December.

Mieding joined CAP in

January 2015, and in July 2020, earned the Eaker Award and the grade of cadet lieutenant colonel. His ultimate goal in CAP is to earn his Gen. Carl A. Spaatz Award, the highest achievement for a CAP cadet.

A sophomore at Cedarville University in Ohio, Mieding is majoring in global business studies. As a member of the AFROTC detachment affiliated with nearby Wright-Patterson Air Force Base, upon graduation, he will be commissioned as a second lieutenant in the U.S. Air Force. His goal is to become a C-17 Globemaster pilot.

"That's my dream airframe, and what I ultimately would like to fly in the Air Force," Mieding said. "One of the reasons I chose Cedarville University is because there is a C-17 detachment at Wright-Patterson. I thought that would give me an opportunity to network with and learn from some of the C-17 pilots there.

"The C-17 appeals to me because it is a multi-engine aircraft," Mieding said. "After my service in the Air Force, I think that will help me become a commercial pilot in the airline industry."

Mieding remains a member of the London Bridge Composite Squadron in Lake Havasu City, Arizona. "Between my business studies and the ROTC program, I don't really have time for CAP meetings while I'm at school." He will continue to prepare for the rigorous four-part Spaatz Award exam, which he expects to take in December 2020. 🇺🇸



Top: Taken on May 18, 2018, former New Mexico Wing Legal Officer Maj. Alvin F. Jones prepares to take off in his Beech Bonanza aircraft at the Roswell Industrial Air Center. (Photo: Maj. Stanley Nelson, CAP)

Former New Mexico Legal Officer Posthumously Honored by New Mexico State Bar


by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On September 25, 2020, Former New Mexico Wing Legal Officer Maj. Alvin F. Jones was posthumously honored by the New Mexico State Bar Association, at their annual awards dinner. Jones, a retired judge, was honored with the Justice Seth D. Montgomery Distinguished Judicial Service Award, that recognizes judges who have distinguished themselves through long and exemplary service on the bench. It is generally presented to judges who have retired, or who will soon be retiring.

Born in Albuquerque in 1944, Jones relocated to Roswell with his family, believing that the hot, dry air would help him with his asthma. He earned his Bachelor's degree from the New Mexico School of Mines and his *juris doctor* from the University of New Mexico. He began in private practice, and later was appointed as a judge to New Mexico's Fifth Judicial District in Roswell, where he served for 19 years, many as Chief Judge. After retiring from the bench, he returned to private practice, but also did pro bono work for many clients and community organizations.

Outside of the legal profession, Jones' interests were many and varied. He was a lover of books, an avid sailor, a cautious skier, and an occasional racecar driver and participant in triathlons. As a private pilot, he often flew his Beech Bonanza aircraft for business and pleasure all over the state. His love of aviation led him to join Civil Air Patrol, where he served as New Mexico Wing's Legal Officer from June 2002 until May 28, 2019, when he was killed riding his bicycle while training for a triathlon. Jones' untimely death occurred a month before the New Mexico Wing change of command ceremony on June 24, 2019, when command of the Wing passed from Col. Mike Lee to Col. Annette Peters.

Col. Lee, a personal friend of Jones, was impressed with the tribute. "It is wonderful for the New Mexico State Bar to honor Alvin," he said. "I found his knowledge of all things legal invaluable during my tenure as commander. Alvin always had a bit different slant on opinions that I found refreshing. He was also a great help to the Roswell squadron and community." (Editor's

Note: Some background material was provided by the Roswell Daily Record.) 



, October 2020

Left: Mission observer notes bearing information from the RT 600 SAR direction finder during a 406 beacon search. (Photo: Lt Col Gordon Helm)

Arizona Wing Squadron Embraces: Practice! Practice! Practice!

by Lt. Col. Gordon Helm, CAP, Arizona Wing

PHOENIX – What can CAP aircrews do when they need to maintain, or even gain, proficiency during the COVID-19 pandemic? Practice!

This summer, Arizona Wing emergency services leadership

focused its training on detecting and tracking 406 MHz emergency locator beacons. The most recent versions of the original emergency locator transmitters are either aircraft mounted (ELTs), marine mounted emergency position indicating radio beacons (EPIRBs), or personal locator beacons (PLBs).

Once activated, the signal is detected by satellites operated by an international consortium of rescue services. This consortium passes the information to the appropriate first responders. In the United States, that is the Air Force Rescue Coordination Center.

Most older CAP air and ground emergency services members became very proficient in detecting and tracking the 121.5 MHz ELTs first put on military aircraft in the 1950s and on civilian aircraft in the 1970s. Because these ELTs were not designed to be tracked by satellites, they resulted in poor location detection and long delays.

Since the inception of the international humanitarian search and rescue satellite system known as Cospas-Sarsat in 1982, the use of the 406 MHz technology, coupled with the Global Positioning System has led to a proliferation of transmitter units designed to signal an emergency on land, at sea, and even in the air. In 2009, satellite tracking of the 121.5 MHz ELTs was halted. CAP and other emergency service providers still respond to an ELT, because there are still a lot of them in use in the civilian fleet. However, almost all military aircraft are equipped with the 406 MHz transmitters along with all new aircraft and ELT replacements.

Today, CAP can respond to almost any emergency locator to provide quick response, be it a hiker, bicyclist, RV camper, boater, or lost aircraft. And that is why CAP air and ground teams must practice.

Once an emergency locator signal is detected, air and ground teams are briefed and dispatched. This is a coordinated operation, because the purpose of the 406 system is to help rescuers find survivors in the first 24 hours. It's called "the golden day" because the majority of people found during that period usually can be saved.

The goal of aircrews locating a 406 signal is to quickly supply the ground teams with a general search area. It takes time to get the rescuers to the scene, and the aircrews provide that direction. Once the ground teams are on their way, aircrews refine the search area and stay on station to guide the ground team to the target rescue area.

"Beacon Hunter, a tool developed by Arizona Wing, enables real time plotting of lines of position to validate the data while the air crew is still in the area prosecuting the beacon," said Lt. Col. Victor La Sala, who served as air operations branch director for the September Operational Exercise (OpEx).

The Arizona Wing's foray into a coordinated 406 search and rescue practice in August 2020 had mixed results. It was obvious that in the future both air crews and ground teams needed to

work more closely together. It also showed that aircrews needed more practice to locate 406 beacons. For September, Arizona Wing directed squadrons to practice 406 searches.

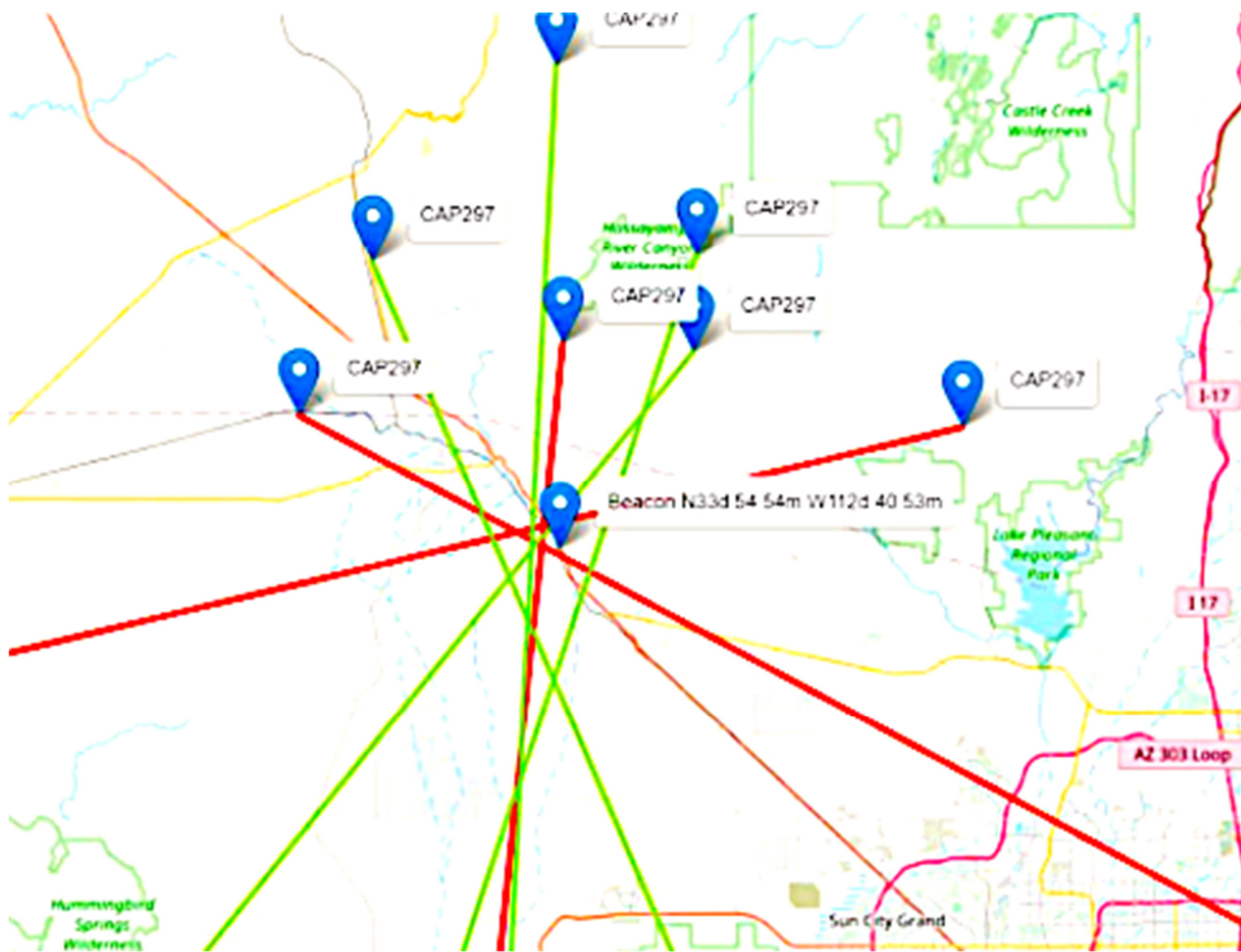
That is how Deer Valley Composite Squadron's recent OpEx resulted in two crews becoming more proficient. The crews, with experienced mission pilots, observers, and scanners, flew sorties to locate a practice beacon near Wickenburg, Arizona, northwest of Phoenix. The first crew began its search at 4,000 feet above the terrain and was receiving poor information. Incident Commander Maj. Paul Combellick advised the aircrew to climb for a better signal. Once at the higher altitude, the crew began gathering electronic lines of bearing to the beacon and feeding that information to Combellick. Due to time constraints, the aircrew landed at the Wickenburg airport to turn the aircraft over to the second aircrew. The second aircrew, learning from the altitude issues of the first crew, climbed to the higher altitude and immediately began developing its lines of bearing before returning to Deer Valley Airport.

Maj. Chris Dusard, who conducts the training on prosecuting the 406 beacons, said the process of keeping a distance from the beacon and ensuring that bearings are at least 20 degrees apart results in very good to excellent search area locations. "The lines of bearing on this map show the aircrews gaining proficiency in 406 searches," Dusard said.

Combellick ran the mission via a virtual Zoom meeting. Following the two sorties, he commented, "An aircrew from Squadron 302 is my first choice to prosecute a 406 MHz beacon. Squadron 302 aircrews yield the best results of any Arizona Wing squadron when prosecuting 406 MHz beacons."

The next step for the squadron is to partner with ground team units to practice getting the rescuers to the located beacon, helping them achieve their goal of rescuing those in trouble. 🇺🇸

Below: Green lines of position are from the first sortie and the red lines are from the second. Both sorties would have led ground teams to the correct search area. (Image generated through Arizona Wing's Beacon Hunter app.)





Top: (L-R) 2nd Lt. Darren Corbin, Lt. Col. Matt Anderson, Cadet Tech Sgt. Jacob Garcia, Cadet Sr. Amn. Molly Davis, and Cadet Tech Sgt. Gavin Corbin. (Photo: 1st Lt Eric Henderson, CAP)

Arkansas Wing Prepares to Support Emergency Services Operations

by Lt. Col. Larry Webster, CAP, Arkansas Wing

LITTLE ROCK, Ark. – Amid the COVID-19 pandemic, the Arkansas Wing of Civil Air Patrol (CAP) continues to exercise its readiness to answer the call to support disaster relief in the State of Arkansas. CAP members from units located in Little Rock, Fort Smith, Rogers, Russellville, Texarkana and one unit from Shreveport, Louisiana participated in a multi-unit exercise held on August 8, 2020.

The exercise simulated significant flooding event across the state. Aerial photography crews were assigned targets of key infrastructure, especially dams and bridges. In actual real-time incidents, CAP provides FEMA with high-resolution photographs for damage assessment. There were also three emergency locator beacons activated to simulate possible downed aircraft. Ground teams, consisting of senior and cadet members, were dispatched, along with aircraft to locate the beacon. This gave ground team and aircrew members valuable training in air-to-ground operations. In all, there were 13 air and ground sorties, 34 personnel involved, and over 22 hours invested in conducting this exercise.

According to Mission Incident Commander Lt. Col. Adam Boyd, the training had to be adjusted to accommodate the existing COVID-19 protocols to exercise the Wing's capabilities in real time with an evolving scenario. The exercise provided necessary training, and helped to prepare volunteers for real time-time incidents. 🇺🇸

Arizona Wing Cadets Compare Notes with International Counterparts

by 1st Lt. Stephen Echols, CAP, Arizona Wing

PRESCOTT, Ariz. – On August 8, 2020, in an effort to learn about other squadrons, cadets from the Prescott Composite Squadron in northern Arizona met with their counterparts from the Royal Air Force Air Cadets in the United Kingdom via teleconference.

The health and safety issues surrounding the COVID-19 pandemic have caused the Civil Air Patrol to modify its procedures and ways of safely continuing to meet its obligations. Things like squadron meetings, aeronautical instruction, and even the national conference have evolved to meet the standards required by the Centers for Disease Control.

The widespread use of teleconferencing via such programs as Zoom, Microsoft Teams, and others has proven to be an easy and reliable way to replace physical meetings, yet provide face-to-face contact. The Prescott Composite Squadron 206 cadets make regular use of these applications to conduct their weekly meetings.

Cadets and senior members of the Prescott Squadron met cadets and officers from 56 (Woolwich) Squadron and 304 (Hastings) Squadron of the Air Training Command (ATC), Royal Air Force. The ATC cadets strongly represent the ideals, traditions and spirit of the RAF to the British public, much like CAP cadets do for the U.S. Air Force.

The meeting was arranged for both organizations by Squadron Leader (Major) Mark Bird, ATC, commanding officer of 56 Squadron, Flight Lieutenant (Captain) Katie Calvert, ATC, commanding officer of 304 Squadron, 1st Lt. Michelle Lynott, deputy commander for cadets and public affairs officer, and 1st Lt. Steve Echols, both of Prescott Squadron.

The international forum allowed the cadets from each country to explore how their squadrons were similar and different, including items such as uniform, drill, military courtesy, history of their respective squadrons, flying opportunities, physical training, aeronautical education and the connections to their parent military organizations.

Presenting for Prescott Squadron were Cadet Technical Sgts. Jon DeLuca and Gabriel Smith. “Both of these up and coming cadets provided an outstanding overview of CAP,” Lynott said, “using the CAP 75th anniversary video as part of their presentation.”

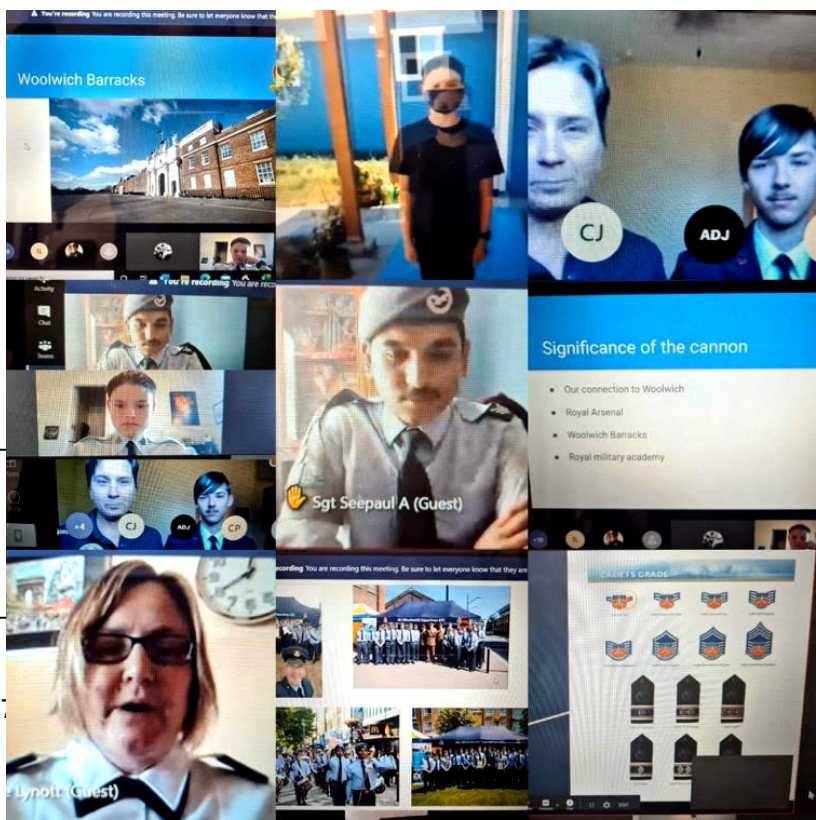
Afterwards, a question and answer session ensued, during which cadets could ask questions concerning each other’s organizations.

The entire meeting was scheduled for only an hour, but by the time the final questions were asked and answered and all parties signed off, almost three hours had gone by.

In reviewing how the combined meetings went, cadets, senior members, and support staff from all three squadrons indicated that it was an educational experience and, better yet, fun.

Plans are being made for future ATC/CAP projects and videos by the squadrons involved. 🇺🇸

Right: 1st Lt. Michelle Lynott, deputy commander for cadets at the Prescott Composite Squadron, helped to arrange a Zoom meeting where cadets in the U.S. and U.K. could compare notes about their experiences. (Composite of Zoom screen shots of the event.)





Top: 1st Lt. Keith Dirsra performs an sUAS preflight check. (Photo: 1st Lt. Mark K. Chappell, CAP)

New Mexico Wing sUAS Program Qualifies its First Members

by 1st Lt. Mark K. Chappell, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On September 6, 2020, the Civil Air Patrol's New Mexico Wing's Small Unmanned Aerial Systems (sUAS) team held its first in-person class since COVID-19 began. The class was a single-day intensive field exercise, that covered CAP's sUAS Technician and Mission Pilot in-person requirements.

The class started with a flight evaluation with all members earning CAP sUAS flight ratings, and ended with simulated missions for soil erosion, missing persons, and preliminary damage assessment flights.

Cadet Senior Master Sgt. Alexander Williams was among the first cadets in New Mexico Wing to earn his UAS Technician qualification. He will be working on completing his UAS Mission Pilot rating when he earns his FAA (Federal Aviation Administration) Commercial sUAS License.

Lt. Col. David Gottheimer, Lt. Col. John Grassham and 1st Lt. Keith Dirsra also completed requirements for their sUAS Technician and sUAS Mission Pilot. They only need Federal Emergency Management Agency (FEMA) courses and one last flight check to be fully certified.

Civil Air Patrol has seen the importance of sUAS, and has already taken the lead in the industry – owning the largest privately-owned fleet of sUAS in the United States. Additionally, CAP is one of the agencies with backing from the Federal Aviation Administration, FEMA and the Department of Defense to create task guides and qualifications for the use of UAS in search and rescue, disaster relief and other humanitarian aid programs. 🇺🇸



Top: A staff member from the Helping Hand Café hands over meals to Cadet Senior Airman Troy Holderby and Lt. Col. Gordon Helm of Deer Valley Composite Squadron. (Photo: Capt. Margot Myers, CAP)

Arizona Wing Completes Second COVID-19 Mission

by Capt. Margot Myers, CAP, Arizona Wing

PHOENIX – Arizona Wing added a second COVID-19 mission in mid-June in response to a request from the Maricopa County Department of Health that was tasked through the Arizona Department of Emergency and Military Affairs. The mission involved transporting food to two facilities where people who are affected by the COVID-19 pandemic are quarantined.

A minimum of two CAP members were required to carry out the mission, driving a CAP van to the UMOM Helping Hand Café in downtown Phoenix on Saturday and Sunday afternoons to pick up containers filled with prepared meals. The containers were delivered to Health Department employees at two hotels. Empty containers were handed over to the CAP members and then returned to UMOM to complete the day's "sortie."

The Fly-By, Southwest Region, October 2020

CAP Lt. Col. Paul Rehman served as the incident commander. "This particular tasking was exceedingly simple and extraordinarily important," Rehman said. "If we failed to deliver on our promise of fulfilling this mission, we would have left hungry people without meals. This was our chance to demonstrate to our county and state partners that we are a resource they can count on today and in the future when other mission needs arise."

Three squadrons in the Phoenix area supplied volunteer teams to handle the deliveries: Sky Harbor and Deer Valley Composite Squadrons in Phoenix and the 388th Composite Squadron in Glendale. The mission expired with the end of the fiscal year on September 30.

"We completed a total of 32 sorties and delivered almost 5,300 meals during the course of this mission," Rehman said. 🇺🇸

Top: Cadet 2nd Lt. Adam Marquez (left) and 1st Lt. RoseAnne Marquez from Sky Harbor Composite Squadron unload meals at one of the two facilities in Phoenix where people exposed to COVID-19 were quarantined by the county health department. (Photo: Maj. David Moseley, CAP)





Top: Lt. Col. Aaron Oliver instructs cadets on how to check aircraft fuel levels during preflight inspections at CAPs Powered Flight Academy in Shawnee, Oklahoma in 2012. (Photo: SWR Powered Flight Academy Public Affairs)

Former F-22 Pilot Takes Leadership in Oklahoma Wing to New Heights

by Capt. Brandon Lunsford, Sr, CAP, Oklahoma Wing

OKLAHOMA CITY – On Aug. 15, 2020, Civil Air Patrol's (CAP) National Headquarters, at Maxwell Air Force Base in Montgomery, Alabama, hosted its first virtual annual conference. Over ten thousand members from across the United States registered for the conference, that offered 140 training sessions for adult and cadet members on leadership development, cyber innovation, artificial intelligence and much more.

CAP honored the organization's top noncommissioned airmen and officers with 29 national level awards covering outstanding performance in all specialties. Oklahoma Wing's Lt. Col. Aaron Oliver of Oklahoma City was presented with the Col. David Kantor Operations Staff Officer of the Year Award, that was established to recognize active members who have contributed significantly to the success of CAP's operational missions, including emergency services and homeland security. The selection takes into account the member's lifetime contributions to CAP, as well as the member's accomplishments during the previous year.

Oklahoma Wing has a long history of members garnering national recognition and Lt. Col. Oliver is the latest to represent the wing at the national level. Known to many by his USAF nickname of *Scuba*, he began his CAP career as a cadet in Louisiana Wing. No matter where life

sent him, he has volunteered with CAP. Now, in his 27th year as a CAP member, he currently serves as the Oklahoma Wing deputy chief of staff for administration.

"Aaron is a consummate professional," said Oklahoma Wing Commander Col. David Roberts. "He has a grasp on the big picture in emergency services missions and works well with the staff in achieving results. He led the operation section for the 2019 U.S. Air Force operations evaluation for our wing and was instrumental in helping to obtain the first perfect score for Oklahoma, no deficiencies in any mission area."

"The award is well deserved," said Oklahoma Wing Director of Emergency Services Lt. Col. David McCollum. "*Scuba* doesn't do these things looking for recognition. Despite his fighter pilot background, he is a humble individual and always looks to give back."

Though Civil Air Patrol is known for its flying missions, adult members do more than just fly. Less than a fifth of all CAP members are pilots or aircrew members. Just about any career or background can be found in the ranks of the CAP adult membership.

In emergency services and operations, CAP has not only aircrew members, but also ground team members to aid in the rescue of survivors or assess damage after a natural disaster. CAP has communications personnel to relay critical messages when there is limited or no telephone support. Administrative staff, financial managers, logistics and supply personnel, all work to document missions and get personnel critical supplies and equipment in the field that they need to conduct missions.

"No matter the environment," McCollum said, "be it an exercise on mission staff or in the cockpit, I never fail to learn something from Lt. Col. Oliver. His professionalism and attention to detail are what cause him to stand out as an example of what an officer should be, and I strive to meet that example."

"Attention to details," Oliver recalled, "rigorous adherence to procedures and the commitment to excellence paved the way for me to advance through a successful aviation career. It really began at my cadet basic summer encampment at Keesler AFB, Biloxi, Mississippi. I was away from home for the first time. I was told to make my bed a certain way, and good enough was not good enough. In addition to the bed, meticulous attention to reporting procedures, uniform dress and appearance, close order drill and ceremonies, drill competition and so on all built a foundation of excellence. That commitment to excellence made handling a particularly harrowing emergency situation in an F-22 Raptor seem routine."

"Early in my Air Force career, I was assigned to fly the new F-22 Raptor," Oliver continued. "I was flying as No. 2 of a two-ship formation going out to simulate night aerial combat tactics against four other F-22s who were pretending to be enemy fighters. That night, off the coast of Virginia in our designated training airspace, there were cloud layers above and below us, and no moon to illuminate the night sky. We were flying without our lights on simulating combat conditions when my airplane started to indicate it was having problems. I advised the flight lead of the situation and we began to rejoin to close formation so I could investigate the problem further. As I was rejoining with flight lead, everything inside my airplane went dark. All the displays went blank, including the critical heads up display. I quickly looked inside to assess what had happened when I realized that I could no longer see flight lead. Although I was seconds from running into flight lead's airplane, my training kicked in immediately and I maneuvered to avoid the collision. Now, with no displays, no lights, and no radios to call for assistance, I realized I could see the faint glow of lights emanating from Norfolk. I pointed toward the lights and gradually descended until I dropped below the cloud layers. As I continued to descend with my landing field in sight, I noticed my flight lead had found me using his radar and followed me through the clouds. We landed uneventfully."

"One year, Aaron served as incident commander for the U.S. Air Force operations evaluation," said McCollum. "Planning and executing that important event was challenging, yet very rewarding. Always a step ahead, a keen ability to get the right people in the right places at the

right time to do the right job. And always with a smile, an encouraging word for those who needed it, and remaining calm under pressure. A leader, leading. All lessons learned for those who paid attention.”

Right: Lt. Col. Aaron Oliver prior to flying a Civil Air Patrol Cessna. (Photo: Oklahoma Wing Public Affairs, CAP)

“Although I enjoy the operations world, the most rewarding and satisfying CAP experiences for me have been my time volunteering at our many cadet summer events,” Oliver recalled. “I’ve been a mentor at Cadet Officer School, the Joint Specialized Undergraduate Pilot Training (JSUPT) Familiarization Course, and four flight academies held here in Oklahoma. I often hear from students all these years later who keep in touch.”

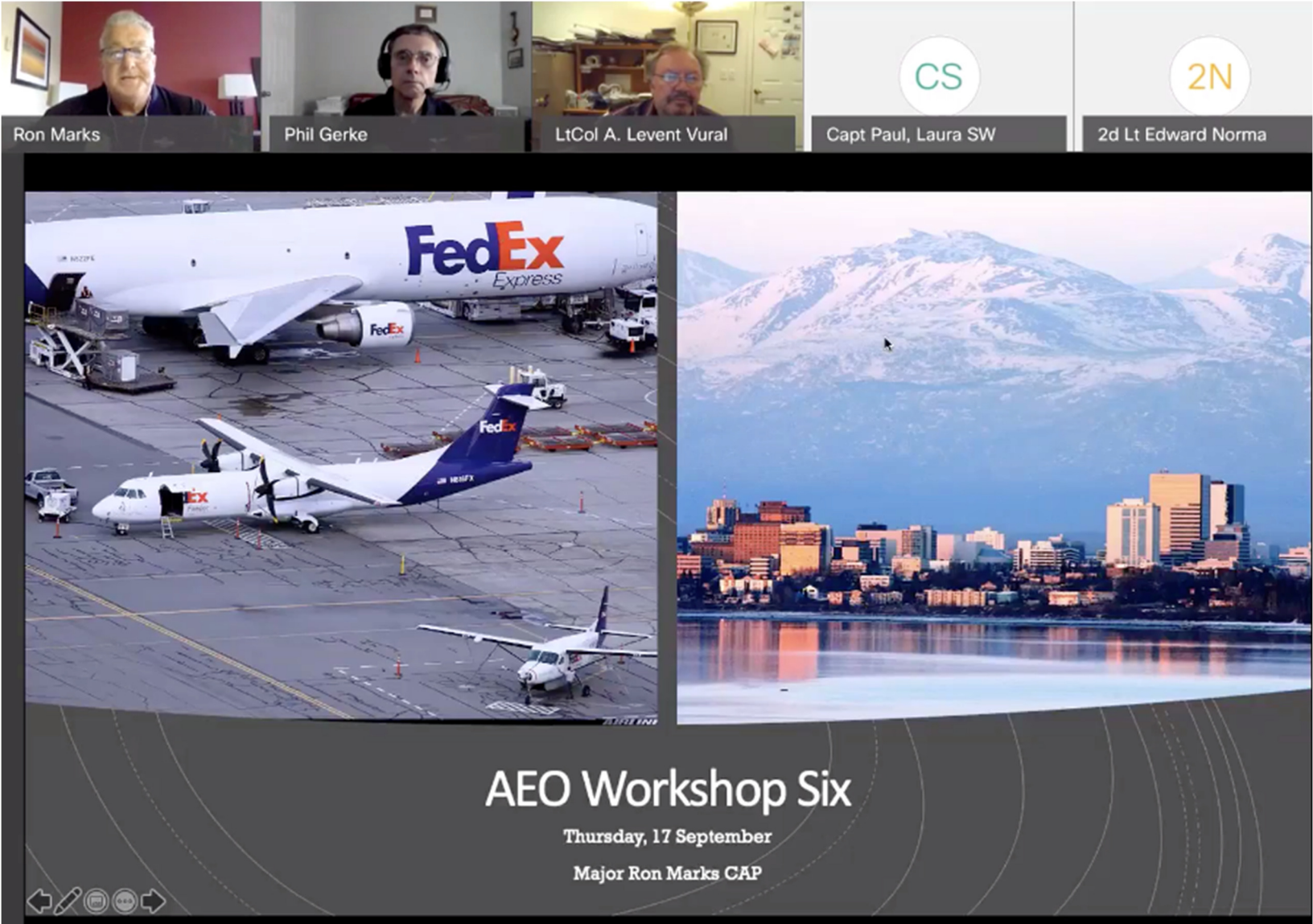


“CAP teaches some rock-solid leadership fundamentals and espouses amazing core values,” said Oliver. “It is an organization that aids in the growth and advancement of our members, regardless of age. I recently received a call from a former cadet whom I taught to fly. She had interviewed for an information technology position within her company but had no experience in the field and found herself competing against two others with verifiable backgrounds. When asked why they should select her over the others she proudly told the interviewers that, ‘if I can learn how to fly an airplane, I can learn this job.’ She was hired, and the experiences, confidence and poise she learned in CAP helped her excel in life.”

CAP has over 23,000 cadets across the country that need mentors willing to help guide and support them. The cadet program provides young adults between the ages of 12 and 21 a well-rounded program of leadership, aerospace education, physical fitness, and moral and ethical decision making. Many former cadets have gone into the military, government jobs, or private sector employment where they can and do make a difference, and really excel. There are many general officers who were once CAP cadets. Senators and congressmen, CEOs and others credit their success to CAP and the adult members who mentored them.

“CAP has a robust cadet program that teaches leadership and followership skills that can be used throughout life,” said Oliver. “For adults, we offer education and personal advancement opportunities that some companies pay money for employees to attend. We offer an opportunity to serve our communities in times of need. Natural disasters, search and rescues and so on are tragic events to the communities they affect. In one instance, I was called upon to lead a ground team in search of a missing person. We arrived with a ground team and our airplane overhead and set out, locating the injured hiker just a few hours later. Another instance was working on the May 20, 2013, Moore tornado. CAP gives me a way to help communities, mentor a young person just starting out in life, or an adult member who is looking to improve on a life skill. The values and skills our program offer cannot be overstated.”

“For me,” Oliver continued. “This award affirms that all that I have done has had some impact on the bigger picture. Taking on leadership roles within organizations is only as good as the teams supporting the operation. It is a team effort in CAP and although this is a single person award, it would not have been possible to achieve without the outstanding teams that I’ve had the privilege of working with throughout the years.”



Top: Maj. Ron Marks conducted one of the AEO workshops while on temporary duty in Alaska for his job as a FedEx pilot.

Arizona Wing Hosts Virtual Aerospace Education Officer School for Southwest Region

by Maj. Ron Marks, CAP, Arizona Wing

PHOENIX – At the outset of 2020, Southwest Region Director of Aerospace Education Lt. Col. Ahmet Vural challenged Arizona Wing to conduct an AEO school to help train its 63 unit-assigned aerospace education officers. As planning was underway and an in-residence school was being scheduled, the COVID-19 shutdown occurred.

It became clear that the training would have to be virtual rather than in-person, instead of the typical weekend school where students log in early and stay all day, the decision was to run this school in a spaced repetition format with six workshops being held for an hour once every two weeks from July through September. Aerospace education officers (AEOs) have found this format much easier to manage and more effective for teaching the material. Registration was open to all six wings of CAP's Southwest Region, with participants that included an average of 50 attendees at each workshop from Arizona, New Mexico, Texas, Louisiana and Arkansas Wings.

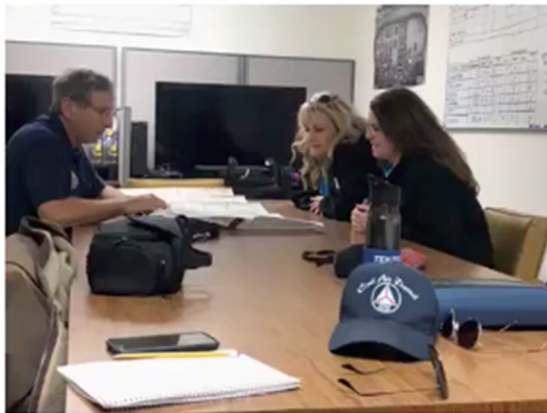
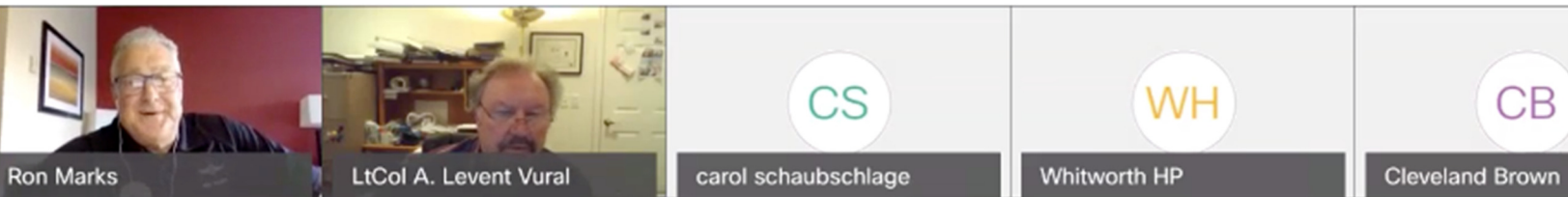
The workshops focused on the areas that AEOs need to understand to conduct the role effectively at their units. These topics included working in the specialty track, mentoring, Aerospace Education Excellence, and activity and planning reporting. The workshops also

discussed Science, Technology, Engineering and Mathematics (STEM) kits and recruiting and retaining aerospace education members. Workshops were led by senior-rated aerospace education specialists, which helped them complete a requirement for their master rating.

This was the first AEO school in many years in Arizona, and the instructors learned a great deal. Although doing things online is challenging, and many miss the in-person workshops, there are a few benefits to doing these types of sessions online. Probably, the biggest benefit is being able to train more people, because there are no travel requirements or expenses. Another key benefit is the ability to record sessions for future use. For many who have participated in all-day online sessions and this spaced repetition process, the approach using smaller segments presented over time held greater appeal. There was more opportunity to build additional topics and activities into the program, learn from the process, and keep participants engaged throughout.

For those in the aerospace education specialty track in Southwest Region, additional classes will be coming in the new fiscal year. Already in the works are workshops on award writing and writing grant proposals. 🇺🇸

Below: One of the topics for the sixth workshop was the importance of recruiting aerospace education members from local schools, including the lure of teacher orientation flights.



Teacher Orientation Program (TOP) FLightS



Top: (L-R) Alma and Roger Saul, 1st Lt. Saul's parents, accompany their son as he receives the New Mexico Wing Certificate of Appreciation for his many contributions to the New Mexico Wing newsletter. (Photo: Maj. Mary A. Fox, CAP)

New Mexico Wing Member Earns Two Awards

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On July 23, 2020, 1st Lt. Michael R. Saul of Albuquerque Heights “Spirit” Composite Squadron was doubly honored, receiving not only a New Mexico Wing Certificate of Appreciation for his many contributions to the New Mexico Wing newsletter, *Flight Line*, but also an Achievement Award for his swift and decisive action in saving his neighbors from potential property damage and possible harm from the Glenwood Hills fire, that occurred within one mile of Saul’s residence.

The Certificate of Appreciation is based on a public affairs incentive program that began in January 2020. Any member of the Wing who submits articles to three different issues of the newsletter receives a Wing Certificate of Appreciation. Submissions need not be consecutive, and multiple articles that run in the same issue count as one submission. Saul is the first member of New Mexico Wing to receive this recognition.

The Achievement Award was in recognition of Saul’s actions the night of June 25, 2020. Shortly after his squadron’s virtual meeting, Saul noticed that a fire was raging in the foothills near his home, and thereupon he alerted his neighbors to the impending danger. Although none of the neighbors’ lives were directly at risk, Saul’s quick thinking kept a bad situation from becoming worse.

New Mexico Wing Commander Col. Annette Peters was on hand for the presentation of both certificates. “Your actions for both of these awards reflect great credit upon CAP,” she said to Saul, “and I am proud to have you as a member of the Wing.”

Saul has been a member of CAP and the squadron since June 2010, when he joined as a cadet. He aged out of the cadet program in May 2015, and has been assigned as the squadron’s public affairs officer since July 2016. 🇺🇸



Top: (L-R) Maj. Matthew Barker and Lt. Col. Jayson Lutes of the Arizona National Guard were transported to southeastern Arizona by Capt. John Huls, CAP, to evaluate potential COVID-19 testing sites. (Photos: Capt. John Huls, CAP)

Arizona Wing Supports Transport Mission for Arizona National Guard

by Capt. John Huls, CAP, Arizona Wing

SCOTTSDALE, Ariz. – “Thank you for flying CAP Air.” That’s the message to the Arizona National Guard medical contingent that was transported to southeastern Arizona on September 11, 2020, at the request of the Arizona Department of Emergency and Military Affairs (AZDEMA).

The call for assistance came with relatively short notice, but, in the Civil Air Patrol’s spirit of responsiveness, a plan was quickly put together. Normally, these National Guard medical teams supporting the COVID-19 response in southeastern Arizona fly on Blackhawk helicopters. In this case, the helicopters had been sent to California to assist with the response to the wildfires there. That meant the two-person National Guard medical team needed a different approach to fulfill its mission for the state of Arizona.

Through appropriate channels, the call went out to find CAP pilots and aircraft to fill the gap. Arizona Wing’s Scottsdale Squadron responded. “This is why we belong to the Civil Air Patrol. To fly and serve the needs of the citizens of Arizona and beyond,” said Squadron Commander Capt. Aaron Feller.

The Fly-By, Southwest Region, October 2020

Capt. John Huls was assigned as the mission pilot. He gathered the details of the mission and determined the best locations to deliver the National Guard medical team. Itineraries were finalized and the flights were cleared for release.

Early on September 12, the medical team was picked up at the terminal at Falcon Field Airport in Mesa, Arizona, and flown to the Cochise County Airport in Willcox, where a prearranged ground team picked them up and transported them off to complete their mission to evaluate locations for possible COVID-19 testing sites. The CAP aircraft then relocated to the Sierra Vista Municipal Airport to await the team's arrival.

At the agreed-upon time, the National Guard medical team arrived at the Sierra Vista airport terminal. The CAP aircraft was fueled and ready to transport the members back to Falcon Field. During the flight back, Lt. Col. Jayson Lutes, one of the National Guard members, said that the ride was "way better than riding on a Blackhawk." He mentioned that the ride was much smoother and with a lot less vibration. He felt that he would not return home with the feeling of physical exhaustion that he experiences when traveling on the Blackhawk.

The other team member, Maj. Matthew Barker, was thrilled to be sitting in the co-pilot's seat and getting a first-hand look, with a pilot-led narrative, at the aeronautical navigation and systems management of a CAP Cessna 182 aircraft.

Both Lutes and Barker said that they were very satisfied with the transport provided by Civil Air Patrol.

This sortie was part of an ongoing mission to support AZDEMA under the provisions of a memorandum of understanding with Arizona Wing. Other sorties have involved transportation of COVID-19 test kits and samples as well as medical personnel. 🇺🇸

Below: Instead of the usual National Guard Blackhawk helicopter, (L-R) Lt. Col. Jayson Lutes and Maj. Matthew Barker were passengers in a Civil Air Patrol Cessna 182.





Top: An Aeronca L-16 painted in CAP colors is on display. (All photos: Lt. Col. Bob Ditch, CAP, unless otherwise noted.)

Right: The author's grandchildren (and future CAP cadets) get check rides in the CAF's child-friendly aircraft.

Guest Editorial

On the Road with Arizona Wing's 'Dr. Bob' in Mesa, Arizona

by Lt. Col. Bob Ditch, CAP, Arizona Wing

MESA, Ariz. – In “The Wizard of Oz,” the great aviator Dorothy (remember she was the first to fly a house in a tornado to the land of Oz) ended the movie with the words, “No matter how dreary and gray our homes are, we people of flesh and blood would rather live there than in any other country, be it ever so beautiful. There is no place like home.” These words allowed me to reflect on the theme for this quarter’s “On the Road” article





Above: The iconic B-25, “Maid in the Shade,” is shown flying over the Arizona desert. (Photo: Commemorative Air Force Museum)

about great aerospace museums. I say that because “on the road” nearly each day, I pass one of these welcoming historical treasures, the Arizona Commemorative Air Force (CAF) Museum at Falcon Field in Mesa, Arizona.

Nestled among hundreds of acres of orange groves, two parallel runways, and a row of World War II historical hangars, sits the Arizona CAF Museum, also known as the Airbase Arizona Aircraft Museum. It was established on January 14, 1978, and is the 10th unit of the Commemorative Air Force. It is also the home of one of the largest CAF units in the world.

On exhibit are World War II artifacts, helicopters, and classic American and foreign combat planes, many of which are the last remaining warbirds of their kind. Many historical aircraft are still in prime flying condition and the CAF offers visitors the opportunity to reach into the past and fly in these historical airframes. These include the venerable B-17 “Sentimental Journey,” B-25 “Maid in the Shade,” and a DC-3 workhorse from World War II. [See these three venerable warbirds flying in formation to honor VJ Day 2020.](#)



Above: In 2016, the change of command ceremony for the Arizona wing commander was held in the CAF hangar.

Dozens of other historical aircraft are also on display, housed in two huge museum hangars. These include warfighters and aviation history pioneers from the 1920s and 1930s, World War II, the Korean War, and Vietnam War. One particular aircraft should immediately capture any Civil Air Patrol member's eyes – the fully restored (and still in flying condition) CAP L-16. The L-16 was a U.S. military liaison aircraft built by Aeronca. It was essentially a militarized version of the Aeronca Champion that saw extensive service in the Korean War. In 1955, a large number of these aircraft were transferred to CAP. The one on display at the CAF Museum was refurbished and, with donations from members of the Arizona Wing, was restored to its 1950s CAP mission-capable state as a search and rescue as well as cadet orientation flight pioneer.

Most notable are the many occasions that the CAF has opened its doors to help CAP, promoting aviation history and its future in aerospace. The museum has been the location for a variety of CAP events including the annual Falcon Composite Squadron "spaghetti dinner" fundraisers, the change of command ceremony for the Arizona wing commander in 2016, and a Congressional Gold Medal presentation in 2017.

If you find yourself east of Phoenix and in need of a shot of history, take the time to visit one of Arizona's (and our nation's) aerospace history treasures. Remember, take Dorothy's advice, as many treasures lie within our own life journey "On the Road."

Find more information on the CAF, its missions and history [here](#). Learn more about visiting the Arizona CAF Museum, its aircraft collection, and flying opportunities [here](#). 🇺🇸



Top: President John F. Kennedy delivers his “We choose to go to the Moon” speech at Rice University, September 12, 1962. (Photo: Courtesy of Businessinsider.com)

Guest Editorial

Choosing the Harder Right for the Greater Good

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – Our nation often has to make hard choices. The Cadet Prayer at West Point exhorts cadets to “choose the harder right instead of the easier wrong, and never to be content with a half-truth when the whole can be won.” On September 12, 1962, at Rice University in Houston, President John F. Kennedy delivered his iconic “We Choose to Go to the Moon” speech, where he laid out exactly why we committed ourselves to this task:

“We choose to go to the moon in this decade and do the other things, not because they are easy, but because they are hard, because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one that we are unwilling to postpone, and one that we intend to win, and the others, too.”

Think about it: when was the last time you accomplished anything meaningful? When you were pushed to the limits of your physical, mental and emotional endurance? Earning a cadet milestone award, completing professional development training, earning a specialty track rating or learning a new mission skill – those things may have come at great expense and sacrifice, and nothing can match the glow of satisfaction that comes when those objectives are finally met.

In the face of remobilization, Civil Air Patrol is faced with a number of hard choices, the hardest one being, how soon to reopen the Wing for normal activities? Fortunately, National Headquarters has provided a Remobilization Plan, that guides each Wing through the phasing-in of in-person activities, starting at Phase Zero (Essential Missions Only), all the way to Phase III, where in-person overnight activities, such as bivouacs, conferences and encampments can resume, effectively signaling a return to full in-person participation. For the wing commander, as well as the members of the remobilization team, the choices to make and when to make them are daunting.

Even during this COVID-19 crisis, the Incident Management Team (IMT), that meets almost daily, have pushed themselves beyond the limits of what they thought they could endure. While most missions last for several weeks, this one has now lasted for almost six months. Many members of the IMT also hold down full-time jobs, and must be able to balance paid employment with their volunteer contributions to CAP.

It would be easy for these members to choose the easier wrong and do nothing, but they have chosen the harder right: to do these things – not because they are easy, but because they are hard. When this crisis is over, those who have given that extra measure of devotion will be able to look back and take satisfaction in the choices they have made. 🇺🇸

On Language

The Relevance of Etymology

AUSTIN, Texas – The origin of words, or *etymology*, is an interesting subject. When studying the first European languages that have left a written record, particularly Latin and Greek, it can be seen that most common words are constructed as a progressive building-up of short root words, adding prefixes and/or suffixes of known meaning. Then, there are other words that have been derived from an event, or a noted name. Below are some examples of the latter.

What can be more common than a *sandwich*? Yet, there is no sand in sandwich (at least, there ought to be none, as dentists would recommend). The first known use of the word to signify bits of meat served between two slices of bread was authored by Edward Gibbon in the 18th century. The name was taken from that of John Montagu, 4th Earl of Sandwich, an English nobleman so fond of card-playing that he declined to stop his game for a meal. As a result, he ordered his valet to bring him a light meal in this form. Since his was a practical solution, it soon caught on with other gamblers, who began to ask, "*The same as Sandwich.*" Thus, the culinary word *sandwich* was born, though the idea was not new. Food had been consumed this way for centuries, by people in all places, as a convenient way to take nourishment. Montagu's title, of course, is associated with Sandwich, Kent. And Sandwich is a name resulting from combining *Sand* with the suffix *-wich*, the latter denoting a brine spring or well.

Every American knows what a *hamburger* is. European sailors who had been to Hamburg, Germany's largest city at the time, liked the meat patty served with bread that they found there, and spread it to the rest of Europe under the name of *hamburger* (literally, *from Hamburg*). The same as *sandwich*, *hamburger* in this sense dates back to the 18th century.

Frankfurter, first used in America in 1894, is a smoked beef and pork sausage popular in Frankfurt, Germany. *Berliner*, too, is a sausage, and in Berlin it doesn't mean what President Kennedy thought it did, when he delivered his famous *Ich bin ein Berliner* Cold War speech on June 26, 1963 – though eloquent, it was inadvertently hilarious, and instantly endeared him to West Berliners as he expressed his support for them, who were isolated inside the Democratic Republic of Germany.

Melba toast was named after the famed Australian-born soprano Nellie Melba. Great operatic figures of the 19th century had many meals named after them, *Caruso* and *Tetrazzini* among them. As is to be expected, these singers were uniformly portly.

The *teddy bear* was named after President Theodore Roosevelt, who was "a bear of a man" and consented to be cuddled in effigy by millions of American children. Nor did this hurt him politically.

Anyone who engages in wanton destruction is said to be guilty of *vandalism*. The Vandals were an Eastern Germanic tribe that became infamous for their brutal sack of Rome in 455. Hence, *vandalism* now describes any act of major hooliganism.

Hooliganism, in turn, is derived from *hooligan*, first used in 1890s British newspapers and London police reports. It is presumed to be derived from the surname Houlihan, supposedly a lively family in London whose name figured in the lyrics of contemporary music hall songs.

Homophones in English are legendary too. Take *curry*, for instance. It is used (early 16th century) in the expression *curry favor*, from the French *correier fauvel* for "to be false, hypocritical" (literally, *to curry the chestnut horse*). *Curry* by itself (late 13th century), "to rub down a horse" was taken from the Old French *correier*, "put in order, prepare." And there is also the spice called *curry* (actually a combination of spices) from the Tamil *kari*, "sauce, relish for rice," the latter being a dietary staple in India.

The name *Caesar* is a rich example across languages. The Roman general and statesman Gaius Julius Caesar was responsible for Rome's political move from a republic to an empire. In his own time, his last name became synonymous with emperor, and was taken by his successors as a title. In later years, *Caesar* became a popular first name in many countries, especially Italy.

After the Dark Ages, German linguists decided to "save" Latin from the Italian pronunciation that had changed its sounds by having brought them closer to modern Italian. The result was that Italians had taken *Caesar* and changed it into *Cesare* (pronounced CHESS-ah-reh); by analogy, they made *Caesar* sound CHESS-ar. The reasoning was that the linked vowels "ae" acquired the value of "eh" in pronunciation, so they represented a single sound.

Modern Germans reasoned that since Caesar was spelled Ca-e-sar, it ought to be pronounced KAH-eh-sar. Since for many years the Holy Roman Emperor had been German, *Caesar* soon became *Kaiser* and this became a title adopted by German emperors to distinguish themselves from mere kings.

But the progression does not stop there. Russia's Peter the Great – bent on taking Russia out of the Middle Ages – looked Westward and also took *Caesar*, only for him it became *Czar*. The Germans gave the Z a TS sound, so *Czar* went back to Germany to become *Ctzar*, or be simplified into *Tsar*, because that leading C was difficult to pronounce. Now, what would have happened to these well-known titles of might and power, had Gaius Julius Caesar been named Gaius Julius Albus instead?

The Rev. William Archibald Spooner (1844-1930) was a devout preacher of unstable diction who often switched syllables within or between words, such as, "The Kinkering Kongs their Titles Take" for the hymn, "The Conquering Kings their Titles Take." The given spelling is not his, as he never wrote down these modified expressions; he just delivered them that way. His condition is now a known speech impediment, but Spooner's expressions (and many apocryphal ones) have passed into popular lore as *spoonerisms*.

There is yet another phenomenon that is a product of the natural learning and maturation process that children undergo. In the process of learning their language by imitation and repetition – often lacking a clear idea of what the words mean – they create novel expressions that can be taken as witticisms or irony. Their parents generally ignore the tortured language that comes out of their little mouths as they automatically understand a corrected version instead.

At times, however, these wrong expressions are so funny that their parents start using them in family conversation, lending them the status of family jokes. Sometimes, these escape into the street and become popular sayings. And in this age of instant communications and acceptance of the young, some young people use them in the lyrics of popular songs, immortalizing them and paving the way for them to enter the official lexicon.

Then there are transformations that are hard to understand. Take, for instance, the word *people* – why should it be pronounced *peep*? The perfectly acceptable starting point from the Latin *populus* went into Old French as *peupel* (pronounced about *puhpel*), traveled to Britain with the Normans as the Anglo-French *people* (probably pronounced also *puhpel*) and got anchored into English with the same spelling of *people* but the Anglicized pronunciation of *peepul* or *peepl*.

How can one end this chaos of unrelated, sometimes divergent spelling vs. pronunciation? The power of Classical Latin and Greek is still very much alive, and has all European speakers in its grip. Some would argue that English is just a jumble of words that are spelled and pronounced any old way, for no reason. The same people argue that other languages are "purer" such as Spanish (that has accepted words such as *weekend* and *record* pronounced the English way), or German (in which the word *Korps* is not pronounced as one would expect, but *Kor* because it was taken from the French *corps*, that in turn comes from Latin *corpus* meaning "body" and in French it probably lost its S when the French scribes decided to save vellum space and replace it with a bar over the p). And so it goes.

Are all these reasons valid? Of course, they are. The ultimate explanation is that, independent of individual opinion, usage reigns supreme, and usage is at the whim of people, and people are the majority. In the end, majority rules.

In short, we must accept it. For better or for worse, it is the English language. 🇬🇧

Lt. Col. Arthur E. Woodgate, CAP
SWR Director of Public Affairs

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The Safety Corner

CAP Risk Management

This month's safety article is adapted from a presentation I gave in 2009 to members of the Oklahoma Wing when I was a brand-new Wing Commander. Much of what I said 11 years ago still holds true today.

Why do we put so much emphasis on safety?

You are the reason why.

We have an obligation to you, as members, to eliminate or reduce the number of hazards you face in performing our missions. We also owe it to your families to return you home safely at the conclusion of the mission. Reducing risk helps us provide better and more effective service to our fellow citizens, and lessens the chance that you might be hurt.

Our training missions are just as hazardous as our actual missions. We perform like we train. During training, we are exposed to many of the same risks that are encountered during a live mission. That is where our risk management program comes in – we eliminate the unnecessary hazards, mitigate the other hazards as best we can, and if we cannot eliminate or reduce the hazard, we just do not go.

If we find that our mitigations are not as effective as they could be, we modify them to better reduce the hazard – Continuous Improvement!

As Civil Air Patrol begins the recovery from COVID-19 restrictions that have been in place, we must guard against the hazard of lost proficiency in the tasks that we previously performed on a regular basis. Read up on the task you plan to perform, and have another member monitor when possible. For flying activities, have an Instructor or Check Pilot go along until that lost proficiency is regained.

What I hope you take away from this article is a fresh appreciation for risk management. We cannot put you in a protective bubble, and we will not follow you around to make sure that you follow the safety rules to the letter. You should keep risk management in the back of your mind – whether you are at a CAP activity or at home, look at the hazard and make proper choices to eliminate risks or stop what you are doing before you or someone else gets hurt.

Safety is more than a once-a-month 10-minute briefing. It is a commitment from each of you that you will perform all your activities in a professional and safe manner. 🇺🇸



Col. Robert Castle, CAP
SWR Director of Safety

Associated Press Style in a Nutshell

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations in the dateline (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "kid," "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or high-ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. Only the Navy and Coast Guard have the grade of Lt.
- Do not use exclamation marks in the body of your article, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the rules of English grammar and syntax, and follow them.
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